

# MOTOR MAGAZINE'S

## CANADIAN SERVICE DATA BOOK

PUBLISHED ANNUALLY

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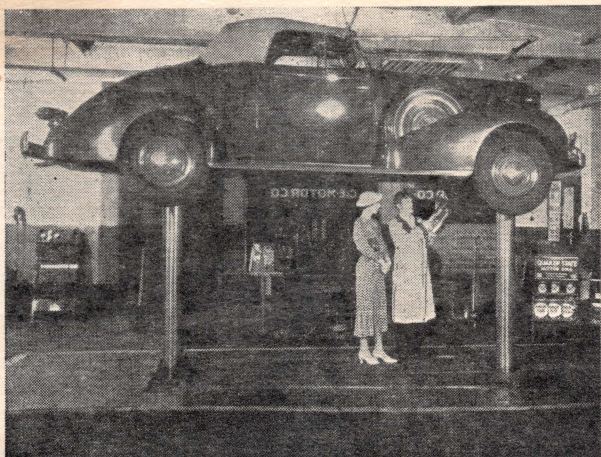
*"Where to Get It in Canada"*

Turn to  
Yellow Section



# Here is the **GREATEST** Lift

*Ever on the Market*



## **WEAVER** TWIN POST LIFT

Not only because it makes every service job quicker and easier, but because it helps to **SELL** the service that keeps your repair department busy.

Such under-car visibility and accessibility was never known until Weaver showed how two posts will lift a car more safely by its axles, and eliminate all of the inconvenience, muss and bother of a lift superstructure.

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Heavy Duty Sizes, either pneumatically or electrically operated. Be sure to investigate **THIS LIFT** before you buy—no other can be compared with it.

**WE BUILD SINGLE POST LIFTS, TOO**

*Write for Literature.*

**WEAVER INDUSTRIES LIMITED**  
CHATHAM ONTARIO

★ TURN TO PAGE 136 FOR MORE INFORMATION.



# MOTOR MAGAZINE'S 1936 CANADIAN SERVICE DATA BOOK

A handy service tool for the automotive mechanic.  
Contains engine tune-up and maintenance adjustments  
on more than 400 makes and models of passenger cars.

*Advertising Manager*  
JAMES N. KENNEDY



*Compiled and Edited by*  
RAY D. LISTER

NICHOLAS TOWSTEGA

*Published Annually by*

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TORONTO - CANADA

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*Asst. Business Manager*

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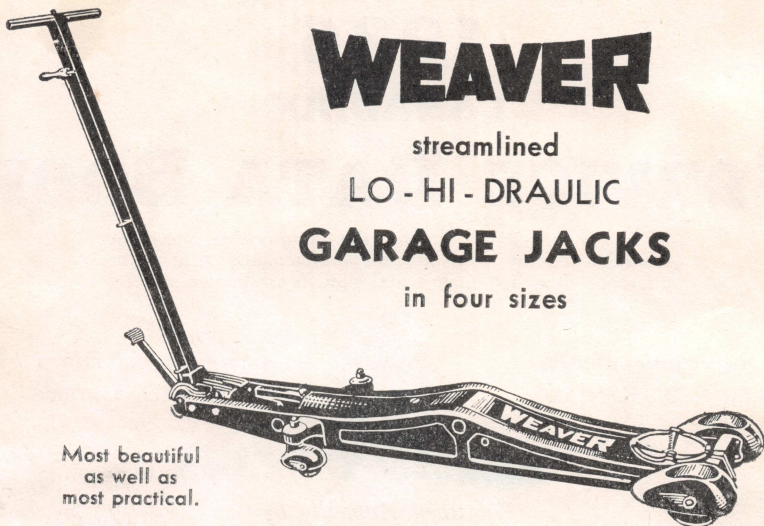
# The Utmost in Jack Value

## WEAVER

streamlined

### LO - HI - DRAULIC GARAGE JACKS

in four sizes



Most beautiful  
as well as  
most practical.

**HIGH LIFT** Saddle goes up 24 in.; ample for all knee action jobs.

**LOW SADDLE, SHOULDER** Saddle down to  $3\frac{7}{8}$  in., frame high point  $6\frac{7}{8}$  in.; goes under lowest axles and bodies with tires flat.

**PRESSED STEEL FRAME.** Strong and light weight.

**QUICK LIFT** with patented foot pedal, saves time and effort.

**REMOVABLE CYLINDER** quickly out for servicing leathers. Replacement cylinders available in case of accident.

**BALANCED HANDLE.** Take hold and feel the difference!

**SAFE.** Large cupped saddle, wide base, conservative capacity rating, tested to double load.

**IN FOUR SIZES**—Handy (curb model) at 4000 lbs.; Utility at 5000 lbs.; Super at 7500 lbs.; Giant at 20000 lbs. capacity.

Easiest jacks on the market to use. See these jacks before you buy.

Write for literature.

**WEAVER INDUSTRIES LIMITED**  
CHATHAM ONTARIO



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# McCORD

Order a complete set of McCord gaskets for every service job. Insure good workmanship by always using new gaskets. Order McCord gaskets in envelope sets. The envelope protects the gaskets, insures a complete set when wanted.

**STANDARD**

OF THE  
**MOTOR INDUSTRY**

**GASKETS**

ON EVERY JOB NEW McCORD GASKETS

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Only McCord supplies the same type of muffler for replacement as used for equipment. Shell type, straight through and triple pass.

SHELL TYPE



STRAIGHT THROUGH



TRIPLE PASS

All necessary fitting for easy installation included with each McCord muffler. No lost time looking for fittings when you order a McCord muffler.

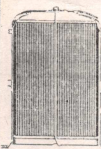
**MUFFLERS**



Super Seal Oil Seals Conform Exactly to Original Equipment Specifications

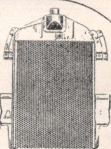
This is true not only from the standpoint of the design and exact dimensions of the steel encasing unit, but also in the quality and precision of the vital leather packing member and tension of the spring which holds the leather against the shaft.

**GREASE  
RETAINERS**



McCORD RADIATORS FOR FORD, CHEVROLET AND PLYMOUTH

McCord radiators are similar in appearance and equal in cooling capacity to the radiator replaced. Higher compression engines built to operate at high road speeds make proper cooling imperative. Undercooling may result in cracked heads and blocks. The amount of copper and brass largely determines radiator capacity and cost. Compare the weight of McCord radiators. Sell a quality product, one that you can guarantee to do a good cooling job.



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THE NAME  
**McCORD**  
IS YOUR GUARANTEE OF  
**QUALITY**  
IN THESE PRODUCTS

**McCORD RADIATOR & MFG. CO.**

D E T R O I T , M I C H I G A N



# ENGINE SPECIFICATIONS

Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Standard Cylinder Head Material	Compression Ratio—Standard	Compression Ratio—Optional	Compression Pressure—At Cranking Speed
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## AUBURN

6-85	'30	6-L 2 $\frac{7}{8}$ x 4 $\frac{1}{4}$	CI	5 16	6.25	88
8-95	'30	8-L 2 $\frac{7}{8}$ x 4 $\frac{1}{4}$	CI	5 15	6.25	82
8-98, 8-100	'31-2	8-L 3 x 4 $\frac{1}{4}$	CI	5 26	—	82
12-160	'32	12-L 3 $\frac{1}{2}$ x 4 $\frac{1}{4}$	CI	5 50	5.75	92
8-101, 105	'33	8-L 3 x 4 $\frac{1}{4}$	CI	5 26	5.75	82
12 151, 165	'33	12-L 3 $\frac{1}{2}$ x 4 $\frac{1}{4}$	CI	5 50	5.75	92
6-52	'34	6-L 3 $\frac{1}{2}$ x 4 $\frac{1}{4}$	AI	6 20	—	10
8-50 Std.	'34	8-L 3 $\frac{1}{2}$ x 4 $\frac{1}{4}$	CI	5 30	—	—
8-50 C std.	'34	8-L 3 $\frac{1}{2}$ x 4 $\frac{1}{4}$	AI	6 20	—	—
12 165	'34	12-L 3 $\frac{1}{2}$ x 4 $\frac{1}{4}$	CI	5 75	5.50	92
6-53, 6-54	'35-6	6-L 3 $\frac{1}{2}$ x 4 $\frac{1}{4}$	AI	6 20	—	—
8-51	'35	8-L 3 $\frac{1}{2}$ x 4 $\frac{1}{4}$	AI	6 20	—	—
8-51 SC	'35	8-L 3 $\frac{1}{2}$ x 4 $\frac{1}{4}$	AI	6 50	—	—
8-52	'36	8-L 3 $\frac{1}{2}$ x 4 $\frac{1}{4}$	AI	6 50	—	—
8-52 SC	'36	8-L 3 $\frac{1}{2}$ x 4 $\frac{1}{4}$	AI	6 50	7.00	—

## CADILLAC

V-8 353	'30	8-L 3 $\frac{3}{8}$ x 4 $\frac{15}{16}$	CI	5 15	5.03	79
V-16 452	'30	16-L 3 x 4	CI	5 50	—	88
V-8 355	'31	8-L 3 $\frac{3}{8}$ x 4 $\frac{15}{16}$	CI	5 35	5.26	85
V-12 370	'31	12-L 3 $\frac{1}{2}$ x 4	CI	5 27	—	82
V-16 452	'31	16-L 3 x 4	CI	5 50	—	88
V-8 355B	'32	8-L 3 $\frac{3}{8}$ x 4 $\frac{15}{16}$	CI	5 38	5.70	86
V-12 370B	'32	12-L 3 $\frac{1}{2}$ x 4	CI	5 30	5.08	84
V-16 452B	'32	16-L 3 x 4	CI	5 36	5.00	85
V-8 355C	'33	8-L 3 $\frac{3}{8}$ x 4 $\frac{15}{16}$	CI	5 40	5.70	86
V-12 370C	'33	12-L 3 $\frac{1}{2}$ x 4	CI	5 60	5.40	90
V-16 452C	'33	16-L 3 x 4	CI	5 70	5.40	92
V-8 355D	'34	8-L 3 $\frac{3}{8}$ x 4 $\frac{15}{16}$	CI	6 25	5.75	103
V-12 370D	'34	12-L 3 $\frac{1}{2}$ x 4	CI	6 25	—	90
V-16 455D	'34	16-L 3 x 4	CI	6 25	—	92
V-8 355E	'35	8-L 3 $\frac{3}{8}$ x 4 $\frac{15}{16}$	CI	6 25	5.75	103
V-12	'35-6	12-L 3 $\frac{1}{2}$ x 4	CI	6 00	5.65	90
V-16 452E	'35	16-L 3 x 4	CI	6 00	5.57	92
V-8 60	'36	8-L 3 $\frac{3}{8}$ x 4 $\frac{1}{2}$	CI	6 25	—	—
V-8 70	'36	8-L 3 $\frac{1}{2}$ x 4 $\frac{1}{2}$	CI	6 25	—	—
V-8 75	'36	8-L 3 $\frac{1}{2}$ x 4 $\frac{1}{2}$	CI	6 25	—	—
V-16	'36	16-L 3 x 4	CI	6 00	5.65	—

## CHEVROLET

Six AD Univ.	'30	6-L 3 $\frac{3}{8}$ x 3 $\frac{3}{4}$	CI	5 02	—	76
Six AE Indef.	'31	6-L 3 $\frac{3}{8}$ x 3 $\frac{3}{4}$	CI	5 00	—	76
Six Conf.	'32	6-L 3 $\frac{3}{8}$ x 3 $\frac{3}{4}$	CI	5 20	—	80
Six Std.	'33	6-L 3 $\frac{3}{8}$ x 3 $\frac{1}{2}$	CI	5 20	—	80
Six Master	'33	6-L 3 $\frac{3}{8}$ x 4	CI	5 20	—	80
Six Std.	'34	6-L 3 $\frac{3}{8}$ x 4	CI	5 35	—	85
Six Master	'34	6-L 3 $\frac{3}{8}$ x 4	CI	5 45	—	87
Six Std.	'35	6-L 3 $\frac{3}{8}$ x 4	CI	5 45	—	—
Six Master	'35	6-L 3 $\frac{3}{8}$ x 4	CI	5 60	—	—
Six Std. Mast.	'36	6-L 3 $\frac{3}{8}$ x 4	CI	6 00	—	112

## CHRYSLER

Six 66	'30	6-L 3 $\frac{1}{2}$ x 4 $\frac{3}{4}$	CI	5 00	6.00	76
Six-70	'30	6-L 3 $\frac{3}{8}$ x 5	CI	5 00	6.00	73
Six-77	'30	6-L 3 $\frac{3}{8}$ x 5	CI	5 00	6.00	76
Six-Imp. 80	'30	6-L 3 $\frac{3}{8}$ x 5	CI	5 00	6.00	99
Six CJ	'30	6-L 3 $\frac{3}{8}$ x 4 $\frac{1}{4}$	CI	5 29	6.20	—
Eight CD	'30	8-L 3 x 4 $\frac{1}{4}$	CI	—	—	—

Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Standard Cylinder Head Material	Compression Ratio—Standard	Compression Ratio—Optional	Compression Pressure—At Cranking Speed
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## CHRYSLER—Continued

8 Imp. CG	'30-1	8-L 3 $\frac{1}{2}$ x 5	CI	5.00	6.00	76
Six CM	'31	6-L 3 $\frac{1}{2}$ x 4 $\frac{3}{8}$	CI	—	—	76
Eight CD	'31	8-L 3 $\frac{1}{2}$ x 4 $\frac{1}{4}$	CI	5.30	6.30	84
8 Del. CD*	'31	8-L 3 $\frac{1}{2}$ x 4 $\frac{1}{4}$	CI	—	—	84
Six CI, CO	'32-3	6-L 3 $\frac{1}{2}$ x 4 $\frac{1}{2}$	CI	5.35	6.20	84
8 CP, CO	'32-3	8-L 3 $\frac{1}{2}$ x 4 $\frac{1}{2}$	CI	5.20	6.20	80
8 Imp. CH	'32	8-L 3 $\frac{1}{2}$ x 5	CI	5.20	5.80	80
Eight CT	'33	8-L 3 $\frac{1}{2}$ x 4 $\frac{1}{2}$	CI	5.20	6.20	80
I. C. 8 CL	'33	8-L 3 $\frac{1}{2}$ x 5	CI	5.20	5.80	95
Six CA	'34	6-L 3 $\frac{3}{8}$ x 4 $\frac{1}{2}$	CI	5.40	6.20	86
Six CY	'34	6-L 3 $\frac{3}{8}$ x 4 $\frac{1}{2}$	CI	5.20	6.20	86
Eight CV	'34	8-L 3 $\frac{1}{2}$ x 4 $\frac{1}{2}$	AI	5.80	5.20	109
Eight CU	'34	8-L 3 $\frac{1}{2}$ x 4 $\frac{3}{8}$	AI	6.50	—	109
6 C6, C7	'35-6	6-L 3 $\frac{3}{8}$ x 4 $\frac{1}{2}$	CI	6.00	6.50	98
8 C2, C8	'35-6	8-L 3 $\frac{1}{2}$ x 4 $\frac{1}{2}$	CI	6.20	7.00	—
Eight Airf.	'35	8-L 3 $\frac{1}{2}$ x 4 $\frac{3}{8}$	CI	6.20	6.50	—
8 LC Airf.	'35-6	8-L 3 $\frac{1}{2}$ x 4 $\frac{3}{8}$	AI	6.50	7.45	—

## DE SOTO

Six CK	'30	6-L 3 $\frac{1}{2}$ x 4 $\frac{1}{2}$	CI	5.20	6.00	80
Eight CF	'30	8-L 2 $\frac{7}{8}$ x 4	CI	5.40	6.20	80
Six SA	'31	6-L 3 $\frac{1}{2}$ x 4 $\frac{1}{4}$	CI	5.20	—	80
Eight CF	'31	8-L 2 $\frac{7}{8}$ x 4 $\frac{1}{2}$	CI	5.40	6.20	80
Six SC	'32	6-L 3 $\frac{1}{2}$ x 4 $\frac{1}{2}$	CI	5.35	6.20	85
Six SD	'33	6-L 3 $\frac{1}{2}$ x 4 $\frac{3}{8}$	CI	5.35	6.20	85
Six SE	'34	6-L 3 $\frac{3}{8}$ x 4 $\frac{1}{2}$	CI	6.20	—	102
Six SF	'35	6-L 3 $\frac{3}{8}$ x 4 $\frac{1}{2}$	CI	6.70	—	—
Six Airf.	'35-6	6-L 3 $\frac{3}{8}$ x 4 $\frac{1}{2}$	AI	6.50	7.00	—
Six Cust. Sl.	'36	6-L 3 $\frac{3}{8}$ x 4 $\frac{1}{2}$	CI	6.00	6.50	—

## DODGE

Six DD	'30	6-L 3 $\frac{1}{2}$ x 4 $\frac{1}{2}$	CI	5.20	—	80
Eight DC	'30	8-L 2 $\frac{7}{8}$ x 4 $\frac{1}{4}$	CI	5.20	—	80
Six DH	'31	6-L 3 $\frac{1}{2}$ x 4 $\frac{1}{4}$	CI	5.20	—	86
Eight DG	'31	8-L 3 x 4 $\frac{1}{4}$	CI	5.40	—	86
Six DL	'32	6-L 3 $\frac{1}{2}$ x 4 $\frac{3}{8}$	CI	5.35	—	—
8 DK, DO	'32-3	8-L 3 $\frac{1}{2}$ x 4 $\frac{1}{2}$	CI	5.20	—	102
Six DP, DO	'33	6-L 3 $\frac{1}{2}$ x 4 $\frac{3}{8}$	CI	5.50	—	88
Six DR, DS	'34	6-L 3 $\frac{1}{2}$ x 4 $\frac{3}{8}$	CI	5.80	6.50	90
Six Std. DT	'34	6-L 3 $\frac{1}{2}$ x 4 $\frac{3}{8}$	CI	5.80	6.50	—
Six DU	'35	6-L 3 $\frac{1}{2}$ x 4 $\frac{3}{8}$	CI	6.50	—	—
Six DV	'35	6-L 3 $\frac{1}{2}$ x 4 $\frac{3}{8}$	CI	6.70	—	95
Six D2	'36	6-L 3 $\frac{1}{2}$ x 4 $\frac{3}{8}$	CI	6.50	—	—
Six D3, D4	'36	6-L 3 $\frac{1}{2}$ x 4 $\frac{3}{8}$	CI	6.70	—	95

## DURANT

6-11, 14	'30	6-L 3 $\frac{1}{4}$ x 4	CI	5.32	—	84
6-17, 18	'31	6-L 3 $\frac{3}{8}$ x 4 $\frac{3}{8}$	CI	5.30	—	76

## ERSKINE

Six 53	'30	6-L 3 $\frac{1}{4}$ x 4 $\frac{1}{8}$	CI	5.20	—	80
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## ESSEX

Super 6	'30	6-L 2 $\frac{3}{4}$ x 4 $\frac{1}{2}$	CI	5.80	—	—
Super 6	'31	6-L 2 $\frac{3}{8}$ x 4 $\frac{1}{2}$	CI	5.80	—	—
Six	'32	6-L 2 $\frac{1}{2}$ x 4 $\frac{1}{4}$	CI	5.80	—	—
Terraplane 6	'33	6-L 2 $\frac{1}{16}$ x 4 $\frac{1}{4}$	CI	5.80	7.10	—
Terraplane 8	'33	8-L 2 $\frac{1}{16}$ x 4 $\frac{1}{4}$	CI	5.80	—	—

AL—Aluminum

CI—Cast Iron



# PERMITE PRODUCTS

## PERMITE PISTONS AND COMPONENT PARTS

### ALUMINUM ALLOY PISTONS

By comparison, the Permite Line of Aluminum Alloy Pistons is the most extensive line of its kind on the market today. It is produced with the same care and precision as all Permite Products.

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Permite has 16 different designs of Piston Pins to meet the specifications of every motor vehicle. Available in standard and conventional oversizes.

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Always recommend the use of Permite Piston Pin Bushings with Permite Piston Pins, for they are made to work together. All of them match car maker's specifications.

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They stay in place, fitting tightly under any conditions, because Permite Cylinder Sleeves are manufactured to the same precision standards and same metal analysis as the car makers use in cylinder blocks.

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Permite "D" Diachrome Valves of composite structure are widely known for outstanding performance in exhaust ports. The head and upper stem are made of austenitic steel, the lower stem of low nickel-chrome steel.

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Permite "V" Steel Valves, which are designed primarily for use in intake ports, are of such quality that they will render service far beyond that of ordinary intake valves.

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Permite Valve Guides are designed for replacement in all makes and models of cars, buses, trucks and tractors in popular demand.

### VALVE SPRINGS

Design, quality, precision manufacture, and a complete range of sizes give the Permite Jobber, industry's outstanding line of Valve Springs.

### VALVE STEM KEYS

are grouped in four types: Drilled, Slotted, Grooved and Taper Grooved. Accuracy, careful material selection and precision manufacture assure their quality.

WRITE FOR COPY OF OUR LARGE SHOP CATALOG

# PERMITE PRODUCTS OF

41 BRITAIN STREET,



# —“*The Comprehensive Line*”

## **PERMITE WATER PUMP PARTS**

### **AND COMPONENT PARTS**

To our knowledge the Permite Line of Water Pump Parts is the most complete of its nature on the market. Every part is made in strict accordance with the car manufacturer's specifications. Materials and workmanship are combined to provide top-quality performance and long life. Whether a single part or a complete assembly is desired, it is possible to fill the demand from the Permite Line.

## **PERMITE CHASSIS PARTS**

### **BOLTS—BUSHINGS—TIE RODS—TIE-ROD ENDS**

The Permite Line of Chassis Parts consists of Ball Bearing Tie-Rod Ends, Tie Rods and Bolts and Bolt Bushings for Steering Knuckles, Tie Rods and Springs. Careful attention to the metal analysis, skillful precision in machining and finishing and expert methods of inspection and testing, assure the highest quality for these Permite Chassis Parts.

## **PERMITE MUFFLERS**

The Permite Line of Mufflers contains a full range of shell and cup type designs for passenger cars and trucks.

Both types are built to exacting specifications—as good or better than the original part in every instance.

**COVERING ALL PERMITE LINES — IT IS FREE**

# **CANADA, LIMITED**

**TORONTO, ONTARIO**







THE average shop can add a healthy sum to its annual revenue by servicing the "Neglected Fields" covered by the Hygrade Line. And you don't have to be a specialist, either.

Hygrade's simplified system enables any shop to specialize in the branches of repair listed below, on a moderate investment.

**CARBURETORS**

**FUEL PUMPS**

**SHOCK ABSORBERS**

**SPEEDOMETERS**

Tips, Shafting and Casing

**FUEL AND OIL LINES**

There's good money in work of this type, formerly looked upon as belonging exclusively to the specialist, but now open to all. Clean work, too, without the drudgery of the average shop job. And before you realize it you are established in a new and growing business, in addition to your regular business.

Ask your jobber to show you Hygrade Merchandising Assortments for shop use, including the famous 5-Point Service Unit, a Parts Cabinet and Work Bench in one, with Parts, Tools and Testing apparatus for practically all reconditioning jobs embraced by the Hygrade Line.

*If your jobber can't supply Hygrade products write us for Catalogs, being sure to send us his name.*

**HYGRADE PRODUCTS COMPANY**

516 WEST 34TH ST., NEW YORK, N.Y.

**CANADIAN REPRESENTATIVES:**

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# ENGINE SPECIFICATIONS

Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Standard Cylinder—Head Material	Compression Ratio—Standard	Compression Ratio—Optional	Compression Pressure At Cranking Speed
<b>FORD</b>							
Model A.....	'30-2	4-L	3 7/8 x 4 1/2	CI	4.22	—	75
Model B.....	'33	4-L	3 7/8 x 4 1/2	CI	4.60	—	82
V-8.....	'33	8-L	3 1/16 x 3 3/4	Al	5.50	—	95
V-8.....	'34-5	8-L	3 1/16 x 3 3/4	Al	6.30	—	105
V-8.....	'36	8-L	3 1/16 x 3 3/4	Al	6.30	—	105
<b>FRONTENAC</b>							
6-70.....	'32	6-L	3 1/4 x 4	CI	5.32	—	84
6-85.....	'32	6-L	3 3/8 x 4 5/8	CI	5.30	—	76
C-400.....	'33	4-L	3 3/8 x 4	CI	5.12	—	76
<b>GRAHAM</b>							
Six Std.....	'30	6-L	3 1/8 x 4 1/2	CI	5.41	—	86
Six Spec.....	'30-1	6-L	3 1/4 x 4 1/2	CI	5.49	—	86
8 Std. Spec.....	'30	8-L	3 1/4 x 4 1/2	CI	5.20	—	80
Eight Cust.....	'30	8-L	3 3/8 x 4 1/2	CI	5.54	—	86
Eight Spec.....	'31	8-L	3 3/8 x 4	CI	5.50	—	88
Eight Cust.....	'31	8-L	3 1/4 x 4 1/2	CI	5.20	—	80
Six.....	'32	6-L	3 1/8 x 4 1/2	Al	6.50	—	86
Eight.....	'32	8-L	3 1/8 x 4	Al	6.50	—	107
Six Std.....	'33-4	6-L	3 1/4 x 4 1/2	Al	6.50	—	109
Eight.....	'33-4	8-L	3 1/8 x 4	Al	6.50	—	109
Eight Std.....	'34	8-L	3 1/8 x 4	Al	6.70	—	109
Eight Cust.....	'34	8-L	3 1/4 x 4	Al	6.72	—	113
Six.....	'35	6-L	3 x 4	Al	5.80	—	105
Six Spec.....	'35	6-L	3 1/4 x 4 1/2	Al	6.50	—	120
8 Std. Super.....	'35	8-L	3 1/8 x 4	Al	6.70	—	120
6-80 Crusader.....	'36	6-L	3 x 4	Al	6.80	—	—
6-90, 6-110.....	'36	6-L	3 1/4 x 4 5/8	Al	6.70	—	—
<b>HUDSON</b>							
Great 8.....	'30	8-L	2 3/4 x 4 1/2	CI	5.80	—	—
Eight.....	'31	8-L	2 7/8 x 4 1/2	CI	5.80	—	—
Eight.....	'32-3	8-L	3 x 4 1/2	CI	5.80	7.00	—
Super Six.....	'32-3	8-L	2 15/16 x 4 1/4	CI	6.20	7.10	—
Eight Std.....	'34	8-L	3 x 4 1/2	CI	5.75	7.00	—
Eight Del.....	'34	8-L	3 x 4 1/2	CI	6.25	7.00	—
Six.....	'35-6	6-L	3 x 5	CI	6.25	7.00	—
Eight.....	'35-6	8-L	3 x 4 1/2	CI	6.00	7.00	—
<b>HUPMOBILE</b>							
Six S.....	'30	6-L	3 1/4 x 4 1/4	CI	4.80	—	72
8 C. 221.....	'30-2	8-L	3 x 4 3/4	CI	5.20	—	80
8 H. U.....	'30-1	8-L	3 1/2 x 4 3/4	CI	5.20	—	80
6 Cen., 214.....	'31-2	6-L	3 1/4 x 4 1/4	CI	4.85	—	72
8 Cen., 218.....	'31-2	8-L	2 7/8 x 4 5/8	CI	5.20	—	80
Six 216.....	'32	6-L	3 3/8 x 4 1/4	CI	5.00	—	76
Eight 222.....	'32	8-L	2 15/16 x 4 3/8	CI	5.40	—	86
8 225-37.....	'32	8-L	3 1/2 x 4 3/4	CI	5.20	—	80
Eight 226.....	'32	8-L	3 1/8 x 4 1/2	CI	5.47	—	88
6-321, 421.....	'33-4	6-L	3 1/8 x 4 1/4	CI	5.75	5.25	76
8-322, 422.....	'33-4	8-L	3 x 4 5/8	CI	5.47	—	88
8-326, 426.....	'33-4	8-L	3 3/16 x 4 3/4	CI	5.34	—	84
Six 417.....	'34	6-L	3 1/2 x 3 7/8	CI	5.32	—	84
Six 4211.....	'34	6-L	3 1/2 x 4 1/4	CI	5.75	5.25	92
Eight 427.....	'34	8-L	3 3/16 x 4 3/4	CI	5.80	—	84
Six 517.....	'35	6-L	3 1/2 x 3 7/8	CI	5.75	6.25	93
6-518, 521-J.....	'35	6-L	3 1/2 x 4 1/4	CI	5.75	6.20	110
8-521-0.....	'35	8-L	3 3/16 x 4 3/4	CI	5.80	—	110
8-527, 621-N.....	'35-6	8-L	3 3/16 x 4 3/4	CI	5.80	—	112
Six 618-G.....	'36	6-L	3 1/2 x 4 1/4	CI	5.75	6.20	107

Al—Aluminum

CI—Cast Iron

Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Standard Cylinder—Head Material	Compression Ratio—Standard	Compression Ratio—Optional	Compression Pressure At Cranking Speed
<b>LAFAYETTE</b>							
Six.....	'34	6-L	3 1/4 x 4 3/8	CI	5.30	—	84
Six 3510.....	'35	6-L	3 1/4 x 4 3/8	CI	5.54	5.73	100
Six 3610.....	'36	6-L	3 1/4 x 4 3/8	CI	5.61	5.87	100
<b>LA SALLE</b>							
V-8 340.....	'30	8-L	3 3/16 x 4 15/16	CI	5.18	4.92	79
V-8 345.....	'31	8-L	3 3/8 x 4 15/16	CI	5.35	5.26	85
V-8 345B.....	'32	8-L	3 3/8 x 4 15/16	CI	5.38	5.70	86
V-8 345C.....	'33	8-L	3 3/8 x 4 15/16	CI	5.40	5.70	86
8-350.....	'34-5	8-L	3 x 4 1/4	CI	6.50	5.75	109
8-3650.....	'36	8-L	3 x 4 3/8	CI	6.25	5.75	—
<b>MARQUETTE</b>							
Six 6-30.....	'30	6-L	3 3/8 x 4 5/8	CI	5.20	5.70	—
<b>McLAUGHLIN-BUICK</b>							
Six 40.....	'30	6-L	3 3/16 x 4 5/8	CI	4.50	—	—
Six 50, 60.....	'30	6-L	3 3/4 x 5	CI	4.35	—	—
8-50.....	'31	8-L	2 7/8 x 4 1/4	CI	4.75	—	—
8-60.....	'31-2	8-L	3 1/16 x 4 1/2	CI	4.63	5.03	—
8-80-90.....	'31	8-L	3 3/16 x 5	CI	4.50	—	—
8-50.....	'32	8-L	2 15/16 x 4 1/4	CI	4.65	5.09	—
8-80-90.....	'32	8-L	3 1/16 x 5	CI	4.40	4.80	—
8-50.....	'33	8-L	2 15/16 x 4 1/4	CI	5.25	4.84	—
8-60.....	'33	8-L	3 1/16 x 4 5/8	CI	5.25	4.84	—
8-80-90.....	'33	8-L	3 1/16 x 5	CI	4.80	4.40	—
8-40, 44.....	'34-5	8-L	3 3/32 x 3 7/8	CI	5.45	—	100
8-50, 45.....	'34-5	8-L	3 3/32 x 4 1/4	CI	5.25	—	97
8-60, 46.....	'34-5	8-L	3 3/32 x 4 3/8	CI	5.25	—	104
8-80, 49.....	'34-5	8-L	3 1/16 x 5	CI	4.95	—	95
8-44.....	'36	8-L	3 3/16 x 3 7/8	CI	5.55	—	—
8-46, 48, 49.....	'36	8-L	3 3/16 x 4 1/16	CI	5.45	—	—
<b>NASH</b>							
6-450-660-960.....	'30-2	6-L	3 3/8 x 4 3/8	CI	5.00	—	76
6-480.....	'30	6-L	3 3/8 x 4 1/2	CI	5.00	—	76
8-490-890-990.....	'30-2	8-L	3 1/4 x 4 1/2	CI	5.25	—	82
8-70-970-980.....	'31-2	8-L	2 7/8 x 4 3/8	CI	5.00	—	76
8 80.....	'31	8-L	3 x 4 1/4	CI	5.25	—	82
6 Big 1060.....	'32	6-L	3 1/8 x 4 1/4	CI	5.10	—	—
8-1070-1130.....	'32-3	8-L	3 x 4 5/8	CI	5.10	—	78
8 Spec. 1080.....	'32	8-L	3 1/8 x 4 1/4	CI	5.25	—	80
8 Adv. Amb.....	'32-3	8-L	3 3/8 x 4 1/2	CI	5.25	—	80
6 Big 1120.....	'33	6-L	3 1/4 x 4 3/8	CI	5.30	—	84
8 Spec. 1170.....	'33	8-L	3 x 4 5/8	CI	5.10	—	78
8A, 1180-1280.....	'33-4	8-L	3 1/8 x 4 1/4	CI	5.25	—	80
6 Big 1220 A.....	'34-5	6-L	3 3/8 x 4 1/2	CI	5.25	—	85
8 Amb. 1290.....	'34	8-L	3 3/8 x 4 3/8	CI	5.25	—	95
8 Adv. Amb.....	'35	8-L	3 1/8 x 4 1/4	CI	5.25	—	90
Six 400.....	'36	6-L	3 3/8 x 4 3/8	CI	5.61	5.88	100
Six Amb.....	'36	6-L	3 3/8 x 4 3/8	CI	5.25	—	—
8 Super Amb.....	'36	8-L	3 3/8 x 4 1/4	CI	5.25	—	—
<b>OAKLAND</b>							
Eight.....	'30	8-L	3 7/16 x 3 3/8	CI	5.10	—	78
Eight.....	'31	8-L	3 7/8 x 3 3/8	CI	5.00	—	78



## ENGINE SPECIFICATIONS

Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Standard Cylinder Head Material	Compression Ratio—Standard	Compression Ratio—Optional	Compression Pressure At Cranking Speed
OLDSMOBILE							
Six F-30	'30	6-L 3 <sup>5</sup> / <sub>16</sub> x 4 <sup>1</sup> / <sub>8</sub>	CI	5.20	—	80	
Six F-31	'31	6-L 3 <sup>5</sup> / <sub>16</sub> x 4 <sup>1</sup> / <sub>8</sub>	CI	5.06	—	80	
Six F-32	'32	6-L 3 <sup>5</sup> / <sub>16</sub> x 4 <sup>1</sup> / <sub>8</sub>	CI	5.30	—	84	
Eight L	'32-3	8-L 3 x 4 <sup>1</sup> / <sub>4</sub>	CI	5.50	—	88	
Six F-33	'33	6-L 3 <sup>5</sup> / <sub>16</sub> x 4 <sup>1</sup> / <sub>8</sub>	CI	5.30	—	84	
Six F-34	'34	6-L 3 <sup>5</sup> / <sub>16</sub> x 4 <sup>1</sup> / <sub>8</sub>	CI	5.70	—	92	
Eight L-34	'34	8-L 3 x 4 <sup>1</sup> / <sub>4</sub>	CI	5.70	—	92	
Six F	'35-6	6-L 3 <sup>5</sup> / <sub>16</sub> x 4 <sup>1</sup> / <sub>8</sub>	CI	6.00	—	111	
Eight L	'35-6	8-L 3 x 4 <sup>1</sup> / <sub>4</sub>	CI	6.20	—	121	
PACKARD							
8 Std.	'30-2	8-L 3 <sup>5</sup> / <sub>16</sub> x 5	CI	6.00	a	100	
8 Del.	'30-2	8-L 3 <sup>1</sup> / <sub>2</sub> x 5	CI	6.00	a	100	
Eight	'33	8-L 3 <sup>5</sup> / <sub>16</sub> x 5	CI	6.00	b	100	
Super 8	'33	8-L 3 <sup>1</sup> / <sub>2</sub> x 5	CI	6.00	b	100	
Twelve	'33	12-L 3 <sup>5</sup> / <sub>16</sub> x 4	CI	6.00	—	100	
Eight	'34	8-L 3 <sup>5</sup> / <sub>16</sub> x 5	CI	6.00	6.36	100	
PLYMOUTH							
Super 8	'34	8-L 3 <sup>1</sup> / <sub>2</sub> x 5	CI	6.00	6.38	100	
Twelve	'34	12-L 3 <sup>5</sup> / <sub>16</sub> x 4	CI	6.00	6.33	100	
8-120	'35	8-L 3 <sup>1</sup> / <sub>4</sub> x 3 <sup>7</sup> / <sub>8</sub>	Al	6.50	6.00	100	
Eight	'35	8-L 3 <sup>5</sup> / <sub>16</sub> x 5	Al	6.30	6.00	100	
Super 8	'35	8-L 3 <sup>1</sup> / <sub>2</sub> x 5	Al	6.40	6.00	100	
Twelve	'35	12-L 3 <sup>5</sup> / <sub>16</sub> x 4 <sup>1</sup> / <sub>4</sub>	Al	6.50	7.00	120	
8-120-B	'36	8-L 3 <sup>1</sup> / <sub>4</sub> x 4 <sup>1</sup> / <sub>4</sub>	Al	6.50	—	—	
Eight	'36	8-L 5 <sup>1</sup> / <sub>8</sub> x 5	Al	6.50	c	—	
Super 8	'36	8-L 3 <sup>1</sup> / <sub>2</sub> x 5	Al	6.30	c	—	
Twelve	'36	12-L 3 <sup>5</sup> / <sub>16</sub> x 4 <sup>1</sup> / <sub>4</sub>	Al	6.40	c	—	
PLYMOUTH							
30-U, PA.	'30-1	4-L 3 <sup>5</sup> / <sub>8</sub> x 4 <sup>3</sup> / <sub>4</sub>	CI	4.60	—	67	
PB	'32	4-L 3 <sup>5</sup> / <sub>8</sub> x 4 <sup>3</sup> / <sub>4</sub>	CI	4.90	—	73	
Six PC, PD	'33	6-L 3 <sup>1</sup> / <sub>2</sub> x 4 <sup>3</sup> / <sub>8</sub>	CI	5.50	6.50	88	
Six Std. PE	'34	6-L 3 <sup>1</sup> / <sub>2</sub> x 4 <sup>3</sup> / <sub>8</sub>	CI	5.50	6.50	95	
Six Del. PE	'34	6-L 3 <sup>1</sup> / <sub>2</sub> x 4 <sup>3</sup> / <sub>8</sub>	CI	5.80	6.50	95	
6, P.J, P1, P2	'35-6	6-L 3 <sup>5</sup> / <sub>8</sub> x 4 <sup>3</sup> / <sub>8</sub>	CI	6.70	—	109	

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(Continued on page 12)

a—Optional ratios 5.03 to 1 and 6.52 to 1  
c—Optional ratios 6.0 to 1 and 7.1 to 1

b—Optional ratios 5.0 to 1 and 6.36 to 1  
Al—Aluminum CI—Cast Iron

# USE GENUINE FORD GASKETS *on that job!*



Each explosion in a Ford V-8 engine exerts some 600 pounds pressure per square inch—pressure which the cylinder head gasket must hold in. At the same time the gasket is exposed to flame from burning gasses, with temperatures up to 3,000 degrees. Such conditions demand

Genuine Ford Cylinder Head Gaskets. They're made of two sheets of asbestos with a steel core that mechanically binds them together, and are treated to resist water, gasoline, oil. All Ford Gaskets, whether for Manifold, Carburetor Flange, Cylinder Head, Water Pump, Water Inlet or Oil Pan, are accurately cut of finest materials. Turn out better jobs by using them.

## FORD MOTOR COMPANY OF CANADA, LIMITED

Windsor - - - Ontario



# WRIST PINS — CONNECTING RODS AND BEARINGS

Make and Model	Year	Wrist Pins—Length	Wrist Pins—Diameter	Wrist Pins—Locking Method	Wrist Pins—Clearance	Wrist Pins—Hole Finish	Conn. Rods—Length, centre to centre	Bearing Material	Conn. Rod Bearings—Diameter and Length	Conn. Rod Bearings—Clearance	Conn. Rod Bearings—End Play	Shim Type	Bearing Type	Pistons and Rods removed from above or below
<b>AUBURN</b>														
6-85	1930	2 $\frac{13}{16}$	$\frac{7}{8}$	R	.0003	Re	9 $\frac{1}{2}$	Ba	2 $\frac{1}{8}$ x1 $\frac{1}{4}$	.0020	.004	No	Pour	B
8-95	1930	2 $\frac{13}{16}$	$\frac{7}{8}$	R	.0003	Re	9 $\frac{1}{2}$	Ba	2 $\frac{1}{8}$ x1 $\frac{1}{4}$	.0020	.004	No	Pour	B
8-98	1931	2 $\frac{1}{2}$	$\frac{7}{8}$	R	.0003	Re	9 $\frac{1}{2}$	Ba	2 $\frac{1}{8}$ x1 $\frac{1}{4}$	.0015	.004	No	Spun	B
8-100	1932	2 $\frac{1}{2}$	$\frac{7}{8}$	R	.0003	Re	9 $\frac{1}{2}$	Ba	2 $\frac{1}{8}$ x1 $\frac{1}{4}$	.0015	.004	No	Spun	B
12-160	1932	2 $\frac{13}{32}$	$\frac{7}{8}$	F	.0006	DB	9 $\frac{1}{2}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{4}$	.0030	.012	No	Spun	B
8-101, 101A	1933	2 $\frac{1}{2}$	$\frac{7}{8}$	R	.0003	DB	9 $\frac{1}{2}$	Ba	2 $\frac{1}{8}$ x1 $\frac{1}{4}$	.0015	.004	No	Spun	B
8-105	1933	2 $\frac{1}{2}$	$\frac{7}{8}$	R	.0003	DB	9 $\frac{1}{2}$	Ba	2 $\frac{1}{8}$ x1 $\frac{1}{4}$	.0015	.004	No	Spun	B
12-161, 161A	1933	2 $\frac{13}{32}$	$\frac{7}{8}$	F	.0003	DB	9 $\frac{1}{2}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{4}$	.0030	.012	No	Spun	B
12-165	1933	2 $\frac{13}{32}$	$\frac{7}{8}$	F	.0003	DB	9 $\frac{1}{2}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{4}$	.0030	.012	No	Spun	B
6-52	1934	2 $\frac{1}{2}$	$\frac{7}{8}$	R	.0003	DB	9 $\frac{1}{2}$	Ba	2 $\frac{1}{8}$ x1 $\frac{1}{4}$	.0015	.004	No	Spun	B
8-50	1934	2 $\frac{1}{2}$	$\frac{7}{8}$	R	.0003	DB	9 $\frac{1}{2}$	Ba	2 $\frac{1}{8}$ x1 $\frac{1}{4}$	.0030	.012	No	Spun	B
12-165	1934	2 $\frac{1}{2}$	$\frac{7}{8}$	F	.0003	DB	9 $\frac{1}{2}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{4}$	.0005	.002	No	Spun	B
6-53	1935	2 $\frac{1}{2}$	$\frac{7}{8}$	R	SF	Re	9 $\frac{1}{2}$	Ba	2 $\frac{1}{8}$ x1 $\frac{1}{4}$	.0005	.002	No	Spun	B
8-51	1935	2 $\frac{1}{2}$	$\frac{7}{8}$	R	SF	Re	9 $\frac{1}{2}$	Ba	2 $\frac{1}{8}$ x1 $\frac{1}{4}$	.0005	.002	No	Spun	B
8-51 SC	1935	2 $\frac{1}{2}$	$\frac{7}{8}$	R	SF	Re	9 $\frac{1}{2}$	Ba	2 $\frac{1}{8}$ x1 $\frac{1}{4}$	.0005	.002	No	Spun	B
6-54	1936	2 $\frac{1}{2}$	$\frac{7}{8}$	R	SF	Re	9 $\frac{1}{2}$	Ba	2 $\frac{1}{8}$ x1 $\frac{1}{4}$	.0025	.009	No	Spun	B
8-52	1936	2 $\frac{1}{2}$	$\frac{7}{8}$	R	SF	Re	9 $\frac{1}{2}$	Ba	2 $\frac{1}{8}$ x1 $\frac{1}{4}$	.0025	.009	No	Spun	B
8-52 SC	1936	2 $\frac{1}{2}$	$\frac{7}{8}$	R	SF	Re	9 $\frac{1}{2}$	Ba	2 $\frac{1}{8}$ x1 $\frac{1}{4}$	.0025	.009	No	Spun	B
<b>CADILLAC</b>														
V. 8 353	1930	3 $\frac{1}{16}$	$\frac{7}{8}$	P	.0002	DB	10 $\frac{1}{2}$	Ba	2 $\frac{3}{8}$ x1 $\frac{3}{8}$	.0010	.003	No	Pour	B
V. 16 452	1930	2 $\frac{13}{16}$	$\frac{3}{4}$	P	.0002	DB	9 $\frac{1}{4}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{8}$	.0010	.004	No	Pour	B
V. 8 355	1931	3 $\frac{1}{16}$	$\frac{7}{8}$	P	.0002	DB	10 $\frac{1}{2}$	Ba	2 $\frac{3}{8}$ x1 $\frac{3}{8}$	.0015	.003	No	Pour	B
V. 12 370	1931	2 $\frac{13}{16}$	$\frac{3}{4}$	P	.0002	DB	9 $\frac{1}{4}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{8}$	.0015	.004	No	Pour	B
V. 16 452	1931	2 $\frac{13}{16}$	$\frac{3}{4}$	P	.0002	DB	9 $\frac{1}{4}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{8}$	.0015	.004	No	Pour	B
V. 8 355B	1932	3 $\frac{1}{16}$	$\frac{7}{8}$	P	.0002	DB	10 $\frac{1}{2}$	Ba	2 $\frac{3}{8}$ x1 $\frac{3}{8}$	.0020	.003	No	Pour	B
V. 12 370B	1932	2 $\frac{13}{16}$	$\frac{3}{4}$	P	.0002	DB	9 $\frac{1}{4}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{8}$	.0025	.004	No	Pour	B
V. 16 452B	1932	2 $\frac{13}{16}$	$\frac{3}{4}$	P	.0002	DB	9 $\frac{1}{4}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{8}$	.0025	.004	No	Pour	B
V. 8 355C	1933	3 $\frac{1}{16}$	$\frac{7}{8}$	P	.0003	DB	10 $\frac{1}{2}$	Ba	2 $\frac{3}{8}$ x2 $\frac{3}{4}$	.0015	.003	No	Pour	B
V. 12 370C	1933	2 $\frac{13}{16}$	$\frac{3}{4}$	P	.0003	DB	9 $\frac{1}{4}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{8}$	.0015	.004	No	Pour	B
V. 16 452C	1933	2 $\frac{13}{16}$	$\frac{3}{4}$	P	.0003	DB	9 $\frac{1}{4}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{8}$	.0015	.004	No	Pour	B
V. 8 355D	1934	3 $\frac{1}{16}$	$\frac{7}{8}$	P	.0004	DB	10 $\frac{1}{2}$	Ba	2 $\frac{3}{8}$ x1 $\frac{3}{8}$	.0015	.003	No	Spun	B
V. 12 370D	1934	2 $\frac{13}{16}$	$\frac{3}{4}$	P	.0004	DB	9 $\frac{1}{4}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{8}$	.0015	.004	No	Spun	B
V. 16 452D	1934	2 $\frac{13}{16}$	$\frac{3}{4}$	P	.0004	DB	9 $\frac{1}{4}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{8}$	.0015	.004	No	Spun	B
V. 8 355E	1935	3 $\frac{1}{16}$	$\frac{7}{8}$	P	.0004	DB	10 $\frac{1}{2}$	Ba	2 $\frac{3}{8}$ x1 $\frac{3}{8}$	.0015	.006	No	Spun	B
V. 12 370E	1935	2 $\frac{13}{16}$	$\frac{3}{4}$	P	.0004	DB	9 $\frac{1}{4}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{8}$	.0015	.006	No	Spun	B
V. 16 452E	1935	2 $\frac{13}{16}$	$\frac{3}{4}$	P	.0004	DB	9 $\frac{1}{4}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{8}$	.0015	.006	No	Spun	B
V. 8 60	1936	2 $\frac{13}{16}$	$\frac{7}{8}$	P	PF	DB	8 $\frac{3}{4}$	SB	2 $\frac{13}{32}$ x2 $\frac{1}{2}$	.0015	.003	No	Sep	A
V. 8 70	1936	3 $\frac{1}{16}$	$\frac{7}{8}$	F	PF	DB	8 $\frac{3}{4}$	SB	2 $\frac{13}{32}$ x2 $\frac{1}{2}$	.0015	.003	No	Sep	A
V. 8 75	1936	3 $\frac{1}{16}$	$\frac{7}{8}$	F	PF	DB	8 $\frac{3}{4}$	SB	2 $\frac{13}{32}$ x2 $\frac{1}{2}$	.0015	.003	No	Sep	A
V. 12 80-85	1936	2 $\frac{13}{16}$	$\frac{7}{8}$	P	PF	DB	9 $\frac{1}{4}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{8}$	.0015	.004	No	Spun	B
V. 16	1936	2 $\frac{13}{16}$	$\frac{7}{8}$	P	PF	DB	9 $\frac{1}{4}$	Ba	2 $\frac{1}{2}$ x2 $\frac{1}{4}$	.0015	.004	No	Spun	B
<b>CHEVROLET</b>														
Six AD Univ.	1930	2 $\frac{7}{8}$	1	R	.0005	Re	7	Ba	2x1 $\frac{3}{8}$	.0001	.005	Sol	Pour	A
Six AE Indep.	1931	2 $\frac{7}{8}$	1	R	.0005	Re	7	Ba	2x1 $\frac{3}{8}$	.0010	.005	Sol	Pour	A
Six Confed.	1932	2 $\frac{7}{8}$	1	R	.0005	Re	7	Ba	2x1 $\frac{3}{8}$	.0010	.005	Sol	Pour	A
Six Std.	1933	2 $\frac{29}{32}$	1	R	.0003	Re	6 $\frac{1}{2}$	Ba	2 $\frac{1}{8}$ x1 $\frac{1}{2}$	.0005	.004	Sol	Pour	A
Six Master	1933	2 $\frac{29}{32}$	1	R	.0003	Re	7 $\frac{1}{2}$	Ba	2 $\frac{1}{8}$ x1 $\frac{1}{2}$	.0005	.004	Sol	Pour	A
Six Std.	1934	2 $\frac{29}{32}$	.990	R	.0003	Re	6 $\frac{1}{2}$	Ba	2 $\frac{1}{8}$ x1 $\frac{1}{2}$	.0005	.004	Sol	Spun	A
Six Master	1934	2 $\frac{29}{32}$	.990	R	.0003	Re	7 $\frac{1}{2}$	Ba	2 $\frac{1}{8}$ x1 $\frac{1}{2}$	.0005	.004	Sol	Spun	A
Six Std.	1935	2 $\frac{29}{32}$	.990	R	SF	Re	7 $\frac{1}{2}$	Ba	2 $\frac{1}{8}$ x1 $\frac{1}{2}$	.0005	.004	Sol	Spun	A
Six Master	1935	2 $\frac{29}{32}$	.990	R	SF	Re	7 $\frac{1}{2}$	Ba	2 $\frac{1}{8}$ x1 $\frac{1}{2}$	.0005	.004	Sol	Spun	A
Six Std.	1936	2 $\frac{29}{32}$	.990	R	SF	Re	7 $\frac{1}{2}$	Ba	2 $\frac{1}{8}$ x1 $\frac{1}{2}$	.0005	.004	Sol	Spun	A
Six Master	1936	2 $\frac{29}{32}$	.990	R	SF	Re	7 $\frac{1}{2}$	Ba	2 $\frac{1}{8}$ x1 $\frac{1}{2}$	.0005	.004	Sol	Spun	A
<b>CHRYSLER</b>														
Six—66	1930	2 $\frac{13}{16}$	1 $\frac{3}{16}$	R	.0001	—	9 $\frac{3}{4}$	Ba	2x1 $\frac{3}{8}$	.0020	.003	—	Pour	A
Six—70	1930	2 $\frac{7}{8}$	$\frac{7}{8}$	F	.0001	—	10 $\frac{7}{8}$	Ba	2x1 $\frac{3}{8}$	.0020	.003	—	Pour	A
Six—77	1930	2 $\frac{7}{8}$	$\frac{7}{8}$	F	.0001	—	10 $\frac{7}{8}$	Ba	2x1 $\frac{3}{8}$	.0020	.003	—	Pour	A

(Continued on next page)

For list of abbreviations see page 53



## ENGINE SPECIFICATIONS

(Continued from page 10)

Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Standard Cylinder Head Material	Compression Ratio—Standard	Compression Ratio—Optional	Compression Pressure At Cranking Speed	Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Standard Cylinder Head Material	Compression Ratio—Standard	Compression Ratio—Optional	Compression Pressure At Cranking Speed
<b>PONTIAC</b>								<b>REO—Continued</b>							
Six	'30-1	6-L	3 $\frac{5}{16}$ x 3 $\frac{7}{8}$	CI	4.90	—	73	8 Royale	'33-4	8-L	3 $\frac{3}{8}$ x 5	CI	5.30	—	84
Six M-402	'32	6-L	3 $\frac{5}{16}$ x 3 $\frac{7}{8}$	CI	5.10	—	73	6 Fly. Cd. 6A	'35	6-L	3 $\frac{3}{8}$ x 4 $\frac{1}{4}$	Al	7.10	—	90
8 M-601	'33	8-L	3 $\frac{5}{16}$ x 3 $\frac{1}{2}$	CI	5.70	—	92	Six Royale 7S	'35	6-L	3 $\frac{3}{8}$ x 5	CI	5.40	—	78
Eight 603	'34	8-L	3 $\frac{5}{16}$ x 3 $\frac{1}{2}$	CI	6.20	—	102	6 Fly. Cd.	'36	6-L	3 $\frac{3}{8}$ x 4 $\frac{1}{4}$	Al	6.50	—	85
Six	'35-6	6-L	3 $\frac{3}{8}$ x 3 $\frac{7}{8}$	CI	6.21	—	149	<b>ROCKNE</b>							
Eight	'35	8-L	3 $\frac{5}{16}$ x 3 $\frac{1}{2}$	CI	6.21	—	—	6-65	'31-2	6-L	3 $\frac{1}{8}$ x 4 $\frac{1}{8}$	CI	5.00	5.25	88
Eight	'36	8-L	3 $\frac{1}{4}$ x 3 $\frac{1}{2}$	CI	6.21	—	144	6-75	'32	6-L	3 $\frac{1}{4}$ x 5 $\frac{1}{8}$	CI	5.00	6.00	76
<b>REO</b>								C-31	'32-3	6-L	3 $\frac{1}{8}$ x 4 $\frac{1}{8}$	CI	5.50	—	88
Six 15 Mate	'30	6-L	3 $\frac{3}{8}$ x 4	CI	5.50	—	72	<b>STUDEBAKER</b>							
Six 20, 25	'30	6-L	3 $\frac{3}{8}$ x 5	CI	5.30	—	88	Six 6-53, 54	'30-1	6-L	3 $\frac{1}{4}$ x 4 $\frac{1}{8}$	CI	5.20	—	80
Six 21, 25	'31	6-L	3 $\frac{3}{8}$ x 5	CI	5.30	—	84	Dict. 6-GL	'30	6-L	3 $\frac{3}{8}$ x 4 $\frac{1}{8}$	CI	4.80	—	76
8-21, 25	'31-2	8-L	3 x 4 $\frac{1}{4}$	CI	5.37	—	85	Dict. 8	'30-2	8-L	3 $\frac{1}{16}$ x 3 $\frac{3}{4}$	CI	5.00	5.50	76
8-30, 35	'31-2	8-L	3 $\frac{3}{8}$ x 5	CI	5.30	—	84	Comm. 6-GJ	'30	6-L	3 $\frac{3}{8}$ x 4 $\frac{1}{8}$	CI	4.80	—	74
Six 21	'32	6-L	3 $\frac{3}{8}$ x 5	CI	5.30	—	84	Comm. 8-FD	'30	8-L	3 $\frac{1}{16}$ x 4 $\frac{1}{4}$	CI	5.10	b	76
Six 35, 54	'33-4	6-L	3 $\frac{3}{8}$ x 5	CI	5.30	—	78	(Continued on page 40)							
Al—Aluminum								CI—Cast Iron							

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# WRIST PINS — CONNECTING RODS AND BEARINGS

Make and Model	Year	Wrist Pins—Length	Wrist Pins—Diameter	Wrist Pins—Locking Method	Wrist Pins—Clearance	Wrist Pins—Hole Finish	Conn. Rods—Length, centre to centre	Bearing Material	Conn. Rod Bearings—Diameter and Length	Conn. Rod Bearings—Clearance	Conn. Rod Bearings—End Play	Shim Type	Bearing Type	Pistons and Rods removed from above or below
<b>CHRYSLER—Continued</b>														
Six—Imp. 80	1930	27 $\frac{5}{8}$	7 $\frac{5}{8}$	R	.0001	—	10 $\frac{1}{16}$	Ba	2 $\frac{3}{16}$ x11 $\frac{1}{2}$	.0020	.003	—	Pour	A
Six CJ	1930	21 $\frac{15}{16}$	13 $\frac{15}{16}$	R	.0002	—	8 $\frac{7}{8}$	Ba	1 $\frac{15}{16}$ x11 $\frac{1}{4}$	.0010	.003	No	Pour	A
Eight CD	1930	22 $\frac{1}{2}$	47 $\frac{1}{4}$	F	.0001	—	8 $\frac{7}{8}$	Ba	2 $\frac{1}{4}$ x11 $\frac{1}{4}$	.0010	.003	No	Pour	A
Eight CG	1930	27 $\frac{5}{8}$	55 $\frac{5}{8}$	F	.0001	—	10 $\frac{1}{16}$	Ba	2 $\frac{3}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Pour	A
Six CM	1931	21 $\frac{15}{16}$	13 $\frac{15}{16}$	R	.0002	—	8 $\frac{7}{8}$	Ba	1 $\frac{15}{16}$ x11 $\frac{1}{4}$	.0010	.003	No	Pour	A
Eight CD	1931	27 $\frac{5}{8}$	47 $\frac{1}{4}$	F	.0001	—	8 $\frac{7}{8}$	Ba	2 $\frac{1}{4}$ x11 $\frac{1}{4}$	.0010	.003	No	Pour	A
Eight Imp. CG	1931	27 $\frac{5}{8}$	55 $\frac{5}{8}$	F	.0001	—	10 $\frac{1}{16}$	Ba	2 $\frac{3}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Pour	A
Six CI	1932	23 $\frac{1}{4}$	55 $\frac{5}{8}$	F	.0001	—	8 $\frac{3}{4}$	Ba	1 $\frac{15}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Spun	A
Eight CP	1932	23 $\frac{1}{4}$	55 $\frac{5}{8}$	F	.0001	—	9	Ba	2 $\frac{3}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Spun	A
Eight Imp. CH	1932	3	55 $\frac{5}{8}$	F	.0001	—	10	Ba	2 $\frac{3}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Spun	A
Six CO	1933	23 $\frac{1}{4}$	55 $\frac{5}{8}$	F	PF	—	8 $\frac{3}{4}$	Ba	2 $\frac{15}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Spun	A
Eight CT	1933	23 $\frac{1}{4}$	55 $\frac{5}{8}$	F	PF	—	9	SB	2 $\frac{3}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Sep	A
Eight CQ	1933	23 $\frac{1}{4}$	55 $\frac{5}{8}$	F	PF	—	9	SB	2 $\frac{3}{16}$ x13 $\frac{1}{8}$	.0005	.001	No	Sep	A
Six CA	1934	27 $\frac{5}{8}$	55 $\frac{5}{8}$	F	PF	—	8 $\frac{3}{4}$	SB	2 $\frac{1}{8}$ x13 $\frac{1}{8}$	.0010	.003	No	Sep	A
Six CY	1934	27 $\frac{5}{8}$	55 $\frac{5}{8}$	F	PF	—	8 $\frac{3}{4}$	SB	2 $\frac{1}{8}$ x13 $\frac{1}{8}$	.0010	.003	No	Sep	A
Eight CU	1934	23 $\frac{1}{4}$	55 $\frac{5}{8}$	F	PF	—	9	SB	2 $\frac{3}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Sep	A
Eight CV	1934	23 $\frac{1}{4}$	55 $\frac{5}{8}$	F	PF	—	9	SB	2 $\frac{3}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Sep	A
Six C6	1935	27 $\frac{5}{8}$	55 $\frac{5}{8}$	F	PF	—	8 $\frac{3}{4}$	SB	2 $\frac{1}{8}$ x13 $\frac{1}{8}$	.0010	.003	No	Sep	A
Eight CZ	1935	23 $\frac{1}{4}$	55 $\frac{5}{8}$	F	PF	—	9 $\frac{1}{16}$	SB	2 $\frac{3}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Sep	A
Eight C1 Airflow	1935	23 $\frac{1}{4}$	55 $\frac{5}{8}$	F	PF	—	9	SB	2 $\frac{3}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Sep	A
Eight C2 Airflow	1935	23 $\frac{1}{4}$	55 $\frac{5}{8}$	F	PF	—	9	SB	2 $\frac{3}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Sep	A
Six C7	1936	27 $\frac{5}{8}$	55 $\frac{5}{8}$	F	PF	—	8 $\frac{3}{4}$	CL	2 $\frac{1}{8}$ x13 $\frac{1}{8}$	.0010	.006	No	Sep	A
Eight C8	1936	23 $\frac{1}{4}$	55 $\frac{5}{8}$	F	PF	—	9 $\frac{1}{16}$	CL	2 $\frac{3}{16}$ x13 $\frac{1}{8}$	.0010	.006	No	Sep	A
Eight C9 Airflow	1936	23 $\frac{1}{4}$	55 $\frac{5}{8}$	F	PF	—	9	CL	2 $\frac{3}{16}$ x13 $\frac{1}{8}$	.0010	.006	No	Sep	A
Eight Imp. C10 Airf.	1936	23 $\frac{1}{4}$	55 $\frac{5}{8}$	F	PF	—	9	CL	2 $\frac{3}{16}$ x13 $\frac{1}{8}$	.0010	.006	No	Sep	A
<b>DE SOTO</b>														
Six CK	1930	21 $\frac{15}{16}$	3 $\frac{3}{4}$	R	.0003	—	8 $\frac{15}{16}$	Ba	1 $\frac{7}{8}$ x11 $\frac{1}{4}$	.0020	.003	No	Pour	A
Eight CF	1930	27 $\frac{5}{8}$	3 $\frac{3}{4}$	R	.0003	—	9	Ba	2 $\frac{1}{4}$ x11 $\frac{1}{4}$	.0010	.003	No	Pour	B
Six SA	1931	21 $\frac{15}{16}$	55 $\frac{5}{8}$	F	.0003	—	8 $\frac{15}{16}$	Ba	1 $\frac{15}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Pour	A
Eight CF	1931	27 $\frac{5}{8}$	47 $\frac{1}{4}$	F	.0003	—	8 $\frac{7}{16}$	Ba	2 $\frac{1}{4}$ x11 $\frac{1}{4}$	.0010	.003	No	Pour	B
Six SC	1932	21 $\frac{15}{16}$	55 $\frac{5}{8}$	F	.0003	—	8 $\frac{15}{16}$	Ba	1 $\frac{15}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Spun	A
Six SD	1933	23 $\frac{1}{4}$	55 $\frac{5}{8}$	F	PF	—	8 $\frac{15}{16}$	Ba	1 $\frac{15}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Spun	A
Six SE	1934	27 $\frac{5}{8}$	55 $\frac{5}{8}$	F	PF	—	8 $\frac{3}{8}$	SB	2 $\frac{1}{8}$ x13 $\frac{1}{8}$	.0010	.003	No	Sep	A
Six SF	1935	27 $\frac{5}{8}$	55 $\frac{5}{8}$	F	PF	—	8 $\frac{3}{8}$	SB	2 $\frac{1}{8}$ x13 $\frac{1}{8}$	.0010	.003	No	Sep	A
Six SG Airflow	1935	27 $\frac{5}{8}$	55 $\frac{5}{8}$	F	PF	—	8 $\frac{3}{8}$	SB	2 $\frac{1}{8}$ x13 $\frac{1}{8}$	.0010	.003	No	Sep	A
Six Cust. S1	1936	27 $\frac{5}{8}$	55 $\frac{5}{8}$	F	PF	—	8 $\frac{3}{4}$	CL	2 $\frac{1}{8}$ x13 $\frac{1}{8}$	.0010	.005	No	Sep	A
Six S2 Airflow	1936	27 $\frac{5}{8}$	55 $\frac{5}{8}$	F	PF	—	8 $\frac{3}{4}$	CL	2 $\frac{1}{8}$ x13 $\frac{1}{8}$	.0010	.006	No	Sep	A
<b>DODGE</b>														
Six DD	1930	21 $\frac{15}{16}$	3 $\frac{3}{4}$	R	.0003	—	8 $\frac{15}{16}$	Ba	1 $\frac{15}{16}$ x11 $\frac{1}{4}$	.0010	.003	No	Pour	A
Eight DC	1930	27 $\frac{5}{8}$	3 $\frac{3}{4}$	F	.0003	—	8 $\frac{7}{8}$	Ba	2 $\frac{1}{4}$ x11 $\frac{1}{4}$	.0010	.003	No	Pour	B
Six DH	1931	21 $\frac{15}{16}$	55 $\frac{5}{8}$	F	.0003	—	8 $\frac{15}{16}$	Ba	1 $\frac{15}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Pour	A
Eight DG	1931	27 $\frac{5}{8}$	47 $\frac{1}{4}$	F	.0003	—	8 $\frac{7}{8}$	Ba	2 $\frac{1}{4}$ x11 $\frac{1}{4}$	.0010	.003	No	Pour	B
Six DL	1932	21 $\frac{15}{16}$	55 $\frac{5}{8}$	F	.0003	—	8 $\frac{15}{16}$	Ba	1 $\frac{15}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Spun	A
Eight DK	1932	23 $\frac{1}{4}$	55 $\frac{5}{8}$	F	.0003	—	8 $\frac{15}{16}$	Ba	2 $\frac{3}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Spun	A
Six DP	1933	27 $\frac{5}{8}$	55 $\frac{5}{8}$	F	PF	—	7 $\frac{15}{16}$	SB	1 $\frac{15}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Spun	A
Six DQ	1933	27 $\frac{5}{8}$	55 $\frac{5}{8}$	F	PF	—	7 $\frac{15}{16}$	SB	1 $\frac{15}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Spun	A
Eight DO	1933	23 $\frac{1}{4}$	55 $\frac{5}{8}$	F	PF	—	8 $\frac{15}{16}$	Ba	2 $\frac{3}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Spun	A
Six Del. DR	1934	27 $\frac{5}{8}$	55 $\frac{5}{8}$	F	PF	—	7 $\frac{15}{16}$	SB	2 $\frac{1}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Sep	A
Six Std. DT	1934	27 $\frac{5}{8}$	55 $\frac{5}{8}$	F	PF	—	7 $\frac{15}{16}$	SB	1 $\frac{15}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Sep	A
Six Big DS	1934	27 $\frac{5}{8}$	55 $\frac{5}{8}$	F	PF	—	7 $\frac{15}{16}$	SB	2 $\frac{1}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Sep	A
Six DU	1935	27 $\frac{5}{8}$	55 $\frac{5}{8}$	F	PF	—	7 $\frac{15}{16}$	SB	2 $\frac{1}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Sep	A
Six Std. DV	1935	27 $\frac{5}{8}$	55 $\frac{5}{8}$	F	PF	—	7 $\frac{15}{16}$	SB	1 $\frac{15}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Sep	A
Six Del. DV	1935	27 $\frac{5}{8}$	55 $\frac{5}{8}$	F	PF	—	7 $\frac{15}{16}$	SB	1 $\frac{15}{16}$ x13 $\frac{1}{8}$	.0010	.003	No	Sep	A
Six D2	1936	23 $\frac{1}{4}$	55 $\frac{5}{8}$	F	PF	—	7 $\frac{15}{16}$	CL	2 $\frac{1}{16}$ x13 $\frac{1}{8}$	.0010	.005	No	Sep	A
Six D3	1936	25 $\frac{3}{8}$	55 $\frac{5}{8}$	F	PF	—	7 $\frac{15}{16}$	CL	1 $\frac{15}{16}$ x13 $\frac{1}{8}$	.0010	.005	No	Sep	A
Six D4	1936	25 $\frac{3}{8}$	55 $\frac{5}{8}$	F	PF	—	7 $\frac{15}{16}$	CL	1 $\frac{15}{16}$ x13 $\frac{1}{8}$	.0010	.005	No	Sep	A

(Continued on next page)

For list of abbreviations see page 59



# WRIST PINS — CONNECTING RODS AND BEARINGS

Make and Model	Year	Wrist Pins—Length	Wrist Pins—Diameter	Wrist Pins—Locking Method	Wrist Pins—Clearance	Wrist Pins—Hole Finish	Conn. Rods—Length, centre to centre	Bearing Material	Conn. Rod Bearings—Diameter and Length	Conn. Rod Bearings—Clearance	Conn. Rod Bearings—End Play	Shim Type	Bearing Type	Pistons and Rods removed from above or below
<b>DURANT</b>														
6-11.....	1930	2 $\frac{3}{4}$	$\frac{7}{8}$	F	.0002	Re	8 $\frac{3}{8}$	Ba	2x1 $\frac{3}{8}$	.0015	.002	No	Pour	B
6-14.....	1930	2 $\frac{3}{4}$	$\frac{7}{8}$	F	.0002	Re	8 $\frac{3}{8}$	Ba	2x1 $\frac{3}{8}$	.0015	.002	No	Pour	B
6-17.....	1930	2 $\frac{7}{8}$	$\frac{37}{64}$	F	.0002	Br	9	Ba	2 $\frac{1}{2}$ x1 $\frac{3}{8}$	.0015	.002	Lam	Pour	B
6-18.....	1931	2 $\frac{3}{4}$	$\frac{7}{8}$	F	.0002	Re	8 $\frac{3}{8}$	Ba	2x1 $\frac{3}{8}$	.0015	.002	No	Pour	B
<b>ESSEX</b>														
Super 6.....	1930	2 $\frac{1}{8}$	$\frac{3}{4}$	F	.0005	Re	8 $\frac{3}{16}$	Ba	1 $\frac{1}{2}$ x1 $\frac{3}{8}$	.0010	.006	Lam	Spun	E
Super 6.....	1931	2 $\frac{1}{8}$	$\frac{3}{4}$	F	.0005	Re	8 $\frac{3}{16}$	Ba	1 $\frac{1}{2}$ x1 $\frac{3}{8}$	.0010	.006	Lam	Spun	E
Six.....	1932	2 $\frac{7}{16}$	$\frac{3}{4}$	F	.0004	DB	8 $\frac{3}{16}$	Ba	1 $\frac{1}{2}$ x1 $\frac{3}{8}$	.0010	.006	Lam	Spun	E
Terraplane 6.....	1933	2 $\frac{7}{16}$	$\frac{3}{4}$	F	.0003	DB	8 $\frac{3}{16}$	Ba	1 $\frac{1}{2}$ x1 $\frac{3}{8}$	.0010	.006	Lam	Spun	E
Terraplane 8.....	1933	2 $\frac{7}{16}$	$\frac{3}{4}$	F	.0003	DB	8 $\frac{3}{16}$	Ba	1 $\frac{1}{2}$ x1 $\frac{3}{8}$	.0010	.006	Lam	Spun	E
<b>ERSKINE</b>														
Six 53.....	1930	2 $\frac{7}{8}$	$\frac{7}{8}$	R	.0005	Re	10 $\frac{1}{4}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{2}$	.0015	.004	No	Pour	B
<b>FORD</b>														
Model A.....	1930-2	3 $\frac{3}{16}$	1	R	.0002	DB	7 $\frac{1}{2}$	Ba	1 $\frac{1}{2}$ x1 $\frac{3}{8}$	.0010	.005	Cop	Pour	A
Model B.....	1933	3 $\frac{3}{16}$	1	R	.0002	DB	7 $\frac{1}{2}$	Ba	1 $\frac{1}{2}$ x1 $\frac{3}{8}$	.0010	.008	No	Pour	A
V-8.....	1932-3	2 $\frac{13}{16}$	$\frac{3}{4}$	R	.0002	DB	7	Ba	2 $\frac{1}{2}$ x $\frac{7}{8}$	.0020	.012	No	Sep	A
V-8.....	1934	2 $\frac{13}{16}$	$\frac{3}{4}$	R	.0002	DB	7	Ba	2 $\frac{1}{2}$ x $\frac{7}{8}$	.0020	.010	No	Sep	A
V-8.....	1935	2 $\frac{25}{32}$	$\frac{3}{4}$	R	.0002	DB	7	CL	2 $\frac{1}{2}$ x $\frac{7}{8}$	.0030	.010	No	Sep	A
V-8.....	1936	2 $\frac{25}{32}$	$\frac{3}{4}$	R	.0002	DB	7	CL	2 $\frac{1}{2}$ x1 $\frac{13}{16}$	.0030	.010	No	Sep	A
<b>FRONTENAC</b>														
Six E.....	1931	2 $\frac{3}{4}$	$\frac{7}{8}$	F	.0002	Re	8 $\frac{3}{8}$	Ba	2x1 $\frac{3}{8}$	.0015	.002	No	Pour	B
6-70.....	1932	2 $\frac{3}{4}$	$\frac{7}{8}$	F	.0002	Re	8 $\frac{3}{8}$	Ba	2x1 $\frac{3}{8}$	.0015	.002	No	Pour	B
6-85.....	1932	2 $\frac{7}{8}$	$\frac{55}{64}$	F	.0001	Br	8 $\frac{3}{8}$	Ba	2x1 $\frac{3}{8}$	.0015	.002	No	Spun	A
C-400.....	1933	—	$\frac{55}{64}$	F	.0001	—	7	Ba	1 $\frac{3}{4}$ x1 $\frac{3}{8}$	.0015	.005	No	Spun	A
<b>GRAHAM</b>														
Six.....	1930	2 $\frac{9}{16}$	1 $\frac{13}{16}$	R	.0010	Re	9 $\frac{1}{4}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{4}$	.0010	.003	Lam	Spun	B
Six.....	1930	2 $\frac{9}{16}$	1 $\frac{13}{16}$	R	.0010	Re	9 $\frac{1}{4}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{4}$	.0010	.003	Lam	Spun	B
Eight.....	1930	2 $\frac{13}{16}$	1 $\frac{13}{16}$	R	.0010	Re	9 $\frac{1}{4}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{4}$	.0010	.003	Lam	Spun	B
Eight.....	1930	2 $\frac{13}{16}$	1 $\frac{13}{16}$	R	.0010	Re	9 $\frac{1}{4}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{4}$	.0010	.003	Lam	Spun	B
Eight.....	1930	2 $\frac{13}{16}$	1 $\frac{13}{16}$	R	.0010	Re	9	Ba	2 $\frac{3}{8}$ x1 $\frac{1}{2}$	.0020	.003	Lam	Spun	B
Six Std.....	1931	2 $\frac{13}{16}$	1 $\frac{13}{16}$	R	.0010	Re	9 $\frac{1}{4}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{4}$	.0020	.003	Lam	Spun	B
Six Spec.....	1931	2 $\frac{13}{16}$	1 $\frac{13}{16}$	R	.0010	Re	9 $\frac{1}{4}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{4}$	.0020	.003	Lam	Spun	B
Eight Spec.....	1931	2 $\frac{13}{16}$	1 $\frac{13}{16}$	R	.0010	Re	8 $\frac{5}{8}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{4}$	.0020	.004	Lam	Spun	B
Eight Cust.....	1931	2 $\frac{13}{16}$	1 $\frac{13}{16}$	R	.0010	Re	9 $\frac{1}{4}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{4}$	.0020	.004	Lam	Spun	B
Six.....	1932	2 $\frac{9}{8}$	1 $\frac{13}{16}$	R	.0005	Re	9 $\frac{1}{4}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{4}$	.0020	.005	Lam	Pour	B
Eight.....	1932	2 $\frac{9}{8}$	1 $\frac{13}{16}$	R	.0005	Re	8 $\frac{5}{8}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{4}$	.0020	.005	Lam	Pour	B
Six Std.....	1933	2 $\frac{9}{8}$	1 $\frac{13}{16}$	R	.0010	Re	9 $\frac{1}{4}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{4}$	.0020	.005	Lam	Pour	B
Eight Std.....	1933	2 $\frac{9}{8}$	1 $\frac{13}{16}$	R	.0010	Re	8 $\frac{5}{8}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{4}$	.0020	.005	Lam	Pour	B
Eight Cust.....	1933	2 $\frac{9}{8}$	1 $\frac{13}{16}$	R	.0010	Re	8 $\frac{5}{8}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{4}$	.0020	.005	Lam	Pour	B
Six Std.....	1934	2 $\frac{13}{16}$	1 $\frac{13}{16}$	R	.0010	Re	9 $\frac{1}{4}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{4}$	.0020	.005	Lam	Spun	B
Eight Std.....	1934	2 $\frac{13}{16}$	1 $\frac{13}{16}$	R	.0010	Re	9 $\frac{5}{8}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{4}$	.0020	.005	Lam	Spun	B
Eight Cust.....	1934	2 $\frac{13}{16}$	1 $\frac{13}{16}$	R	.0010	Re	9 $\frac{5}{8}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{4}$	.0020	.005	Lam	Spun	B
Six.....	1935	2 $\frac{13}{16}$	1 $\frac{13}{16}$	R	SF	Re	7	SB	1 $\frac{13}{16}$ x1 $\frac{13}{16}$	.0010	.005	No	Sep	A
Six Spec.....	1935	2 $\frac{13}{16}$	1 $\frac{13}{16}$	R	SF	Re	9 $\frac{1}{4}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{4}$	.0020	.005	Lam	Spun	B
Eight.....	1935	2 $\frac{9}{8}$	1 $\frac{13}{16}$	R	.0001	Re	8 $\frac{5}{8}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{4}$	.0020	.005	Lam	Spun	B
Eight Super C.....	1935	2 $\frac{9}{16}$	1 $\frac{13}{16}$	R	.0001	Re	8 $\frac{5}{8}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{4}$	.0020	.005	Lam	Spun	B

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# WRIST PINS — CONNECTING RODS AND BEARINGS

Make and Model	Year	Wrist Pins—Length	Wrist Pins—Diameter	Wrist Pins—Locking Method	Wrist Pins—Clearance	Wrist Pins—Hole Finish	Conn. Rods—Length, centre to centre	Bearing Material	Conn. Rod Bearings—Diameter and Length	Conn. Rod Bearings—Clearance	Conn. Rod Bearings—End Play	Shim Type	Bearing Type	Pistons and Rods removed from above or below
<b>GRAHAM—Continued</b>														
6-80 Crusader.....	1936	2 $\frac{5}{8}$	1 $\frac{1}{16}$	R	.0005	Re	7	SB	1 $\frac{15}{16}$ x1 $\frac{1}{2}$	.0010	.005	No	Sep	A
6-90 Cavalier.....	1936	2 $\frac{5}{16}$	1 $\frac{1}{16}$	R	.0005	Re	7	SB	2 $\frac{15}{16}$ x1 $\frac{1}{2}$	.0010	.005	No	Sep	A
6-110 Super C.....	1936	2 $\frac{5}{16}$	1 $\frac{1}{16}$	R	.0005	Re	7	SB	1 $\frac{15}{16}$ x1 $\frac{1}{2}$	.0010	.005	No	Sep	A
<b>HUDSON</b>														
Great 8.....	1930	2 $\frac{1}{8}$	3/4	F	.0005	Re	8 $\frac{3}{16}$	Ba	1 $\frac{15}{16}$ x1 $\frac{3}{8}$	.0010	.006	Lam	Spun	E
Eight.....	1931	2 $\frac{1}{8}$	3/4	F	.0005	Re	8 $\frac{3}{16}$	Ba	1 $\frac{15}{16}$ x1 $\frac{3}{8}$	.0010	.006	Lam	Spun	E
Eight.....	1932	2 $\frac{1}{8}$	3/4	F	.0004	DB	8 $\frac{3}{16}$	Ba	1 $\frac{15}{16}$ x1 $\frac{3}{8}$	.0010	.006	Lam	Spun	E
Super 6.....	1933	2 $\frac{1}{8}$	3/4	F	.0003	DB	8 $\frac{3}{16}$	Ba	1 $\frac{15}{16}$ x1 $\frac{3}{8}$	.0010	.006	Lam	Spun	E
Eight.....	1933	2 $\frac{1}{8}$	3/4	F	.0003	DB	8 $\frac{3}{16}$	Ba	1 $\frac{15}{16}$ x1 $\frac{3}{8}$	.0010	.006	Lam	Spun	E
Eight.....	1934	2 $\frac{1}{8}$	3/4	F	.0003	DB	8 $\frac{3}{16}$	Ba	1 $\frac{15}{16}$ x1 $\frac{3}{8}$	.0010	.006	Lam	Spun	E
Big Six.....	1935	2 $\frac{1}{8}$	3/4	F	.0003	DB	8 $\frac{3}{16}$	Ba	1 $\frac{15}{16}$ x1 $\frac{3}{8}$	.0010	.006	Lam	Spun	A
Eight.....	1935	2 $\frac{1}{8}$	3/4	F	.0003	DB	8 $\frac{3}{16}$	Ba	1 $\frac{15}{16}$ x1 $\frac{3}{8}$	.0010	.006	Lam	Spun	A
Six.....	1936	2 $\frac{1}{8}$	3/4	F	.0003	DB	8 $\frac{3}{16}$	Ba	1 $\frac{15}{16}$ x1 $\frac{3}{8}$	.0010	.006	Lam	Spun	A
Eight.....	1936	2 $\frac{1}{8}$	3/4	F	.0003	DB	8 $\frac{3}{16}$	Ba	1 $\frac{15}{16}$ x1 $\frac{3}{8}$	.0010	.006	Lam	Spun	E
<b>HUPMOBILE</b>														
Six S.....	1930	—	6 $\frac{3}{4}$	P	.0004	DB	8 $\frac{3}{4}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{4}$	.0015	.006	No	Spun	A
Eight C.....	1930	—	7 $\frac{1}{8}$	P	.0004	DB	9 $\frac{1}{2}$	Ba	2 $\frac{3}{8}$ x1 $\frac{1}{2}$	.0015	.006	No	Spun	B
Eight H.....	1930	—	1 $\frac{1}{16}$	F	.0004	DB	9 $\frac{1}{2}$	Ba	2 $\frac{3}{8}$ x1 $\frac{1}{2}$	.0015	.006	No	Spun	B
Six Century.....	1931	—	7 $\frac{1}{8}$	P	.0004	DB	8 $\frac{1}{4}$	Ba	1 $\frac{1}{2}$ x1 $\frac{1}{4}$	.0015	.006	No	Spun	A
Eight Century.....	1931	—	7 $\frac{1}{8}$	P	.0004	DB	9 $\frac{1}{8}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{2}$	.0015	.006	No	Spun	B
Eight C.....	1931	—	7 $\frac{1}{8}$	P	.0004	DB	9 $\frac{1}{2}$	Ba	2 $\frac{3}{8}$ x1 $\frac{1}{4}$	.0015	.006	No	Spun	B
Eight H.....	1931	—	1 $\frac{1}{16}$	F	.0004	DB	9 $\frac{1}{2}$	Ba	2 $\frac{3}{8}$ x1 $\frac{1}{2}$	.0015	.006	No	Spun	B
Eight U.....	1931	—	1 $\frac{1}{16}$	F	.0004	DB	9 $\frac{1}{2}$	Ba	2 $\frac{3}{8}$ x1 $\frac{1}{2}$	.0015	.006	No	Spun	B
Six 214.....	1932	—	7 $\frac{1}{8}$	P	.0004	DB	8 $\frac{1}{4}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{4}$	.0015	.006	No	Spun	A
Six 216.....	1932	—	7 $\frac{1}{8}$	P	.0004	DB	8 $\frac{1}{4}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{4}$	.0015	.008	No	Spun	A
Eight 218.....	1932	—	3/4	P	.0004	DB	9 $\frac{1}{8}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{2}$	.0015	.006	No	Spun	B
Eight 221.....	1932	—	7 $\frac{1}{8}$	P	.0004	DB	9 $\frac{1}{2}$	Ba	2 $\frac{3}{8}$ x1 $\frac{1}{4}$	.0015	.006	No	Spun	B
Eight 222.....	1932	—	3/4	F	.0004	DB	9 $\frac{1}{8}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{2}$	.0015	.008	No	Spun	B
Eight 225.....	1932	—	1 $\frac{1}{16}$	F	.0004	DB	9 $\frac{1}{2}$	Ba	2 $\frac{3}{8}$ x1 $\frac{1}{2}$	.0015	.006	No	Spun	B
Eight 226.....	1932	—	7 $\frac{1}{8}$	F	.0004	DB	9 $\frac{1}{2}$	Ba	2 $\frac{3}{8}$ x1 $\frac{1}{4}$	.0015	.006	No	Spun	B
Eight 237.....	1932	—	1 $\frac{1}{16}$	F	.0004	DB	9 $\frac{1}{2}$	Ba	2 $\frac{3}{8}$ x1 $\frac{1}{2}$	.0015	.006	No	Spun	B
Six 321.....	1933	—	7 $\frac{1}{8}$	P	.0004	DB	8 $\frac{1}{4}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{4}$	.0015	.005	No	Spun	A
Eight 322.....	1933	—	3/4	F	.0005	DB	9 $\frac{1}{8}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{2}$	.0015	.005	No	Spun	B
Eight 326.....	1933	—	7 $\frac{1}{8}$	F	.0004	DB	9 $\frac{1}{2}$	Ba	2 $\frac{3}{8}$ x1 $\frac{1}{4}$	.0015	.005	No	Spun	B
Six 417.....	1934	2 $\frac{15}{16}$	7 $\frac{1}{8}$	F	.0005	DB	8 $\frac{7}{16}$	SB	2 $\frac{1}{2}$ x1 $\frac{1}{4}$	.0005	.005	No	Sep	A
Six 421-421A.....	1934	—	7 $\frac{1}{8}$	P	.0005	DB	8 $\frac{1}{4}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{4}$	.0015	.005	No	Spun	A
Six 421J.....	1934	2 $\frac{15}{16}$	7 $\frac{1}{8}$	F	.0005	DB	8 $\frac{1}{4}$	SB	2 $\frac{1}{2}$ x1 $\frac{1}{4}$	.0005	.005	No	Sep	A
Eight 422.....	1934	—	3/4	F	.0005	DB	9 $\frac{1}{8}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{2}$	.0015	.005	No	Spun	B
Eight 426.....	1934	—	7 $\frac{1}{8}$	F	.0005	DB	9 $\frac{1}{2}$	Ba	2 $\frac{3}{8}$ x1 $\frac{1}{4}$	.0015	.005	No	Spun	B
Eight 427.....	1934	2 $\frac{23}{32}$	7 $\frac{1}{8}$	F	.0005	DB	9 $\frac{1}{2}$	SB	2 $\frac{3}{8}$ x1 $\frac{1}{4}$	.0015	.005	No	Sep	B
Six 517.....	1935	2 $\frac{15}{16}$	7 $\frac{1}{8}$	F	.0005	DB	8 $\frac{7}{16}$	SB	2 $\frac{1}{2}$ x1 $\frac{1}{4}$	.0005	.005	No	Sep	B
Six 518.....	1935	2 $\frac{15}{16}$	7 $\frac{1}{8}$	F	.0005	DB	8 $\frac{1}{4}$	SB	2 $\frac{1}{2}$ x1 $\frac{1}{4}$	.0005	.005	No	Sep	A
Six 521-0.....	1935	2 $\frac{15}{16}$	7 $\frac{1}{8}$	F	.0005	DB	8 $\frac{1}{4}$	SB	2 $\frac{1}{2}$ x1 $\frac{1}{4}$	.0005	.005	No	Sep	A
Eight 527.....	1935	2 $\frac{23}{32}$	7 $\frac{1}{8}$	F	.0005	DB	9 $\frac{1}{2}$	SB	2 $\frac{3}{8}$ x1 $\frac{1}{4}$	.0015	.005	No	Sep	B
Six 618-G.....	1936	2 $\frac{7}{16}$	7 $\frac{1}{8}$	F	.0005	DB	8 $\frac{1}{4}$	SB	2 $\frac{1}{2}$ x1 $\frac{1}{4}$	.0005	.005	No	Sep	A
Eight 621-H.....	1936	2 $\frac{23}{32}$	7 $\frac{1}{8}$	F	.0005	DB	9 $\frac{1}{2}$	SB	2 $\frac{3}{8}$ x1 $\frac{1}{4}$	.0015	.005	No	Sep	B

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# WRIST PINS — CONNECTING RODS AND BEARINGS

Make and Model	Year	Wrist Pins—Length	Wrist Pins—Diameter	Wrist Pins—Locking Method	Wrist Pins—Clearance	Wrist Pins—Hole Finish	Conn. Rods—Length, centre to centre	Bearing Material	Conn. Rod Bearings—Diameter and Length	Conn. Rod Bearings—Clearance	Conn. Rod Bearings—End Play	Shim Type	Bearing Type	Pistons and Rods removed from above or below
<b>LAFAYETTE</b>														
Six	1934	24 $\frac{3}{4}$	7 $\frac{7}{8}$	F	.0001	DB	8 $\frac{3}{4}$	SB	2x17 $\frac{1}{16}$	.0020	.008	Sol	Sep	A
Six 3510	1935	24 $\frac{3}{4}$	7 $\frac{7}{8}$	F	.0001	DB	8 $\frac{3}{4}$	SB	2x19 $\frac{1}{64}$	.0020	.008	Sol	Sep	A
Six 3610	1936	24 $\frac{3}{4}$	7 $\frac{7}{8}$	F	.0001	DB	8 $\frac{3}{4}$	SB	2x19 $\frac{1}{64}$	.0020	.008	Sol	Sep	A
<b>LA SALLE</b>														
V-8 340	1930	31 $\frac{1}{2}$	7 $\frac{7}{8}$	P	.0002	DB	10 $\frac{1}{2}$	Ba	2 $\frac{3}{8}$ x1 $\frac{3}{8}$	.0010	.003	No	Pour	B
V-8 345	1931	31 $\frac{1}{2}$	7 $\frac{7}{8}$	P	.0002	DB	10 $\frac{1}{2}$	Ba	2 $\frac{3}{8}$ x1 $\frac{3}{8}$	.0010	.003	No	Pour	B
V-8 345B	1932	31 $\frac{1}{2}$	7 $\frac{7}{8}$	P	.0002	DB	10 $\frac{1}{2}$	Ba	2 $\frac{3}{8}$ x1 $\frac{3}{8}$	.0020	.003	No	Pour	B
V-8 345C	1933	31 $\frac{1}{2}$	7 $\frac{7}{8}$	P	.0003	DB	10 $\frac{1}{2}$	Ba	2 $\frac{3}{8}$ x2 $\frac{3}{4}$	.0015	.003	No	Pour	B
Eight 350	1934	21 $\frac{1}{16}$	7 $\frac{7}{8}$	P	.0003	DB	9	SB	2 $\frac{1}{4}$ x1 $\frac{3}{8}$	.0015	.006	No	Sep	B
Eight 35-50	1935	21 $\frac{1}{16}$	7 $\frac{7}{8}$	P	.0002	DB	9	SB	2 $\frac{1}{4}$ x1 $\frac{3}{8}$	.0015	.006	No	Sep	B
Eight 36-50	1936	21 $\frac{1}{16}$	7 $\frac{7}{8}$	P	PF	DB	9	SB	2 $\frac{1}{4}$ x1 $\frac{1}{64}$	.0015	.003	No	Sep	B
<b>MARQUETTE</b>														
Six 6-30	1930	21 $\frac{1}{16}$	1 $\frac{1}{8}$	R	.0003	Re	9 $\frac{3}{4}$	Ba	2 $\frac{1}{8}$ x1 $\frac{3}{8}$	.0015	.005	Brs.	Pour	B
<b>McLAUGHLIN-BUICK</b>														
Six 40	1930	21 $\frac{1}{32}$	7 $\frac{7}{8}$	R	.0003	Re	10	Ba	2 $\frac{1}{8}$ x1 $\frac{1}{2}$	.0015	.005	Sol	Pour	B
Six 50	1930	3 $\frac{1}{2}$	1 $\frac{1}{16}$	R	.0003	Re	11 $\frac{1}{4}$	Ba	2 $\frac{3}{8}$ x1 $\frac{1}{4}$	.0015	.005	Sol	Pour	B
Six 60	1930	3 $\frac{1}{2}$	1 $\frac{1}{16}$	R	.0003	Re	11 $\frac{1}{4}$	Ba	2 $\frac{3}{8}$ x1 $\frac{1}{4}$	.0015	.005	Sol	Pour	B
Eight 50	1931	2 $\frac{1}{2}$	3 $\frac{1}{4}$	R	.0003	Re	9	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{2}$	.0015	.005	Sol	Spun	B
Eight 60	1931	2 $\frac{1}{2}$	1 $\frac{1}{16}$	R	.0003	Re	9 $\frac{3}{4}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{2}$	.0015	.005	Sol	Spun	B
Eight 80-90	1931	2 $\frac{1}{2}$	7 $\frac{7}{8}$	R	.0003	Re	11	Ba	2 $\frac{3}{8}$ x1 $\frac{1}{2}$	.0015	.005	Sol	Spun	B
Eight 50	1932	2 $\frac{1}{2}$	3 $\frac{1}{4}$	R	.0003	Re	9	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{2}$	.0015	.005	Sol	Spun	B
Eight 60	1932	2 $\frac{1}{2}$	7 $\frac{7}{8}$	R	.0003	Re	9 $\frac{3}{4}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{2}$	.0015	.005	Sol	Spun	B
Eight 80-90	1932	2 $\frac{1}{2}$	1 $\frac{1}{16}$	R	.0003	Re	11	Ba	2 $\frac{3}{8}$ x1 $\frac{1}{2}$	.0015	.005	Sol	Spun	B
Eight 50	1933	2 $\frac{1}{2}$	3 $\frac{1}{4}$	R	.0004	Re	9	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{2}$	.0015	.005	Sol	Spun	B
Eight 60	1933	2 $\frac{1}{2}$	1 $\frac{1}{16}$	R	.0004	Re	9 $\frac{3}{4}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{2}$	.0015	.005	Sol	Spun	B
Eight 80-90	1933	2 $\frac{1}{2}$	7 $\frac{7}{8}$	R	.0004	Re	11	Ba	2 $\frac{3}{8}$ x1 $\frac{1}{2}$	.0015	.005	Sol	Spun	B
Eight 40	1934	2 $\frac{1}{2}$	1 $\frac{1}{16}$	R	.0004	Re	7 $\frac{1}{4}$	Ba	2x1 $\frac{1}{4}$	.0015	.005	Sol	Spun	A
Eight 50	1934	2 $\frac{1}{2}$	3 $\frac{1}{4}$	R	.0004	Re	9	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{2}$	.0015	.005	Sol	Spun	B
Eight 60	1934	2 $\frac{1}{2}$	1 $\frac{1}{16}$	R	.0004	Re	9 $\frac{3}{4}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{2}$	.0015	.005	Sol	Spun	B
Eight 90	1934	2 $\frac{1}{2}$	7 $\frac{7}{8}$	R	.0004	Re	11	Ba	2 $\frac{3}{8}$ x1 $\frac{1}{2}$	.0015	.005	Sol	Spun	B
Eight 44	1935	2 $\frac{1}{2}$	1 $\frac{1}{16}$	R	.0004	Re	7 $\frac{1}{4}$	Ba	2x1 $\frac{1}{4}$	.0015	.005	Sol	Spun	A
Eight 45	1935	2 $\frac{1}{2}$	3 $\frac{1}{4}$	R	.0004	Re	9	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{2}$	.0015	.005	Sol	Spun	B
Eight 46	1935	2 $\frac{1}{2}$	7 $\frac{7}{8}$	R	.0004	Re	9 $\frac{3}{4}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{2}$	.0015	.005	Sol	Spun	B
Eight 49	1935	2 $\frac{1}{2}$	1 $\frac{1}{16}$	R	.0003	DB	11	Ba	2 $\frac{3}{8}$ x1 $\frac{1}{2}$	.0015	.005	Sol	Spun	B
Eight 44	1936	2 $\frac{1}{2}$	7 $\frac{7}{8}$	R	.0003	DB	7 $\frac{1}{4}$	Ba	2x1 $\frac{1}{4}$	.0008	.005	Sol	Spun	A
Eight 45	1936	2 $\frac{1}{2}$	1 $\frac{1}{16}$	R	.0003	DB	8 $\frac{1}{4}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{2}$	.0008	.005	Sol	Spun	A
Eight 48	1936	2 $\frac{1}{2}$	7 $\frac{7}{8}$	R	.0003	DB	8 $\frac{1}{4}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{2}$	.0008	.005	Sol	Spun	A
Eight 49	1936	2 $\frac{1}{2}$	7 $\frac{7}{8}$	R	.0003	DB	8 $\frac{1}{4}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{2}$	.0008	.005	Sol	Spun	A
<b>NASH</b>														
Six 450	1930	2 $\frac{3}{4}$	1 $\frac{1}{16}$	F	.0001	DB	8 $\frac{1}{4}$	Ba	1 $\frac{3}{4}$ x17 $\frac{1}{16}$	.0020	.002	Lam	Pour	A
Six 480	1930	—	7 $\frac{7}{8}$	F	.0001	DB	9	Ba	2 $\frac{1}{8}$ x1 $\frac{3}{8}$	.0020	.010	Sol	Pour	B
Eight 490	1930	—	7 $\frac{7}{8}$	R	.0001	DB	9	Ba	2 $\frac{1}{2}$ x1 $\frac{3}{8}$	.0020	.010	—	Spun	B
Six 6-60	1931	2 $\frac{3}{8}$	1 $\frac{1}{16}$	F	.0001	DB	8 $\frac{1}{4}$	Ba	1 $\frac{3}{4}$ x1 $\frac{1}{2}$	.0020	.002	Lam	Pour	A
Eight 8-70	1931	2 $\frac{3}{8}$	3 $\frac{1}{4}$	F	.0001	DB	8 $\frac{1}{4}$	Ba	1 $\frac{3}{4}$ x1 $\frac{1}{2}$	.0020	.004	Lam	Pour	A
Eight 8-80	1931	2 $\frac{3}{8}$	1 $\frac{1}{16}$	F	.0001	DB	8 $\frac{5}{8}$	Ba	2x1 $\frac{15}{64}$	.0020	.005	Lam	Pour	B
Eight 8-90	1931	2 $\frac{1}{2}$	7 $\frac{7}{8}$	F	.0001	DB	9 $\frac{1}{16}$	Ba	2 $\frac{1}{8}$ x1 $\frac{3}{8}$	.0020	.010	Sol	Pour	B
Six 960	1932	2 $\frac{3}{8}$	1 $\frac{1}{16}$	F	.0001	DB	8 $\frac{1}{4}$	Ba	1 $\frac{3}{4}$ x1 $\frac{1}{2}$	.0020	.002	Lam	Pour	A
Six Big 1060	1932	2 $\frac{3}{8}$	1 $\frac{1}{16}$	F	.0001	DB	8 $\frac{1}{4}$	Ba	1 $\frac{3}{4}$ x1 $\frac{1}{2}$	.0020	.002	Lam	Pour	A

For list of abbreviations see page 59

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# WRIST PINS — CONNECTING RODS AND BEARINGS

Make and Model	Year	Wrist Pins—Length	Wrist Pins—Diameter	Wrist Pins—Locking Method	Wrist Pins—Clearance	Wrist Pins—Hole Finish	Conn. Rods—Length, centre to centre	Bearing Material	Conn. Rod Bearings—Diameter and Length	Conn. Rod Bearings—Clearance	Conn. Rod Bearings—End Play	Shim Type	Bearing Type	Pistons and Rods removed from above or below
<b>NASH—Continued</b>														
Eight 970	1932	229 <sup>6</sup> / <sub>64</sub>	3/4	F	.0001	DB	8 1/4	Ba	1 7/8 x 1 1/8	.0020	.004	Lam	Pour	A
Eight Std. 1070	1932	—	13 <sup>16</sup> / <sub>16</sub>	F	.0001	DB	8 3/4	Ba	1 7/8 x 1 1/8	.0020	.004	Lam	Sep	A
Eight 980	1932	231 <sup>6</sup> / <sub>64</sub>	13 <sup>16</sup> / <sub>16</sub>	F	.0001	DB	8 3/8	Ba	2 x 1 15/64	.0020	.005	Lam	Pour	A
Eight 990	1932	211 <sup>16</sup> / <sub>64</sub>	13 <sup>16</sup> / <sub>16</sub>	F	.0001	DB	9 1/16	Ba	2 1/8 x 1 3/8	.0020	.010	No	Spun	B
Eight Spec. 1080	1932	—	13 <sup>16</sup> / <sub>16</sub>	F	.0001	DB	8 3/8	Ba	2 x 1 1/4	.0020	.005	Lam	Pour	B
Eight Adv. 1090	1932	—	13 <sup>16</sup> / <sub>16</sub>	F	.0001	DB	9 1/16	Ba	2 1/8 x 1 3/8	.0020	.010	Sol	Pour	B
Eight Amb. 1090	1932	—	13 <sup>16</sup> / <sub>16</sub>	F	.0001	DB	9 1/16	Ba	2 1/8 x 1 3/8	.0020	.010	Sol	Pour	B
Six Big 1120	1933	—	13 <sup>16</sup> / <sub>16</sub>	F	.0001	DB	8 3/4	SB	2 x 1 1/16	.0020	.008	Sol	Sep	A
Eight Std. 1130	1933	—	13 <sup>16</sup> / <sub>16</sub>	F	.0001	DB	8 3/4	SB	1 7/8 x 1 1/8	.0020	.004	Sol	Sep	A
Eight Adv. 1170	1933	—	13 <sup>16</sup> / <sub>16</sub>	F	.0001	DB	8 3/4	SB	1 7/8 x 1 1/8	.0020	.004	Sol	Sep	A
Eight Adv. 1180	1933	—	13 <sup>16</sup> / <sub>16</sub>	F	.0001	DB	8 3/8	Ba	2 x 1 1/4	.0020	.005	Lam	Pour	B
Eight Amb. 1190	1933	—	13 <sup>16</sup> / <sub>16</sub>	F	.0001	DB	9 1/16	Ba	2 1/8 x 1 3/8	.0020	.010	Sol	Pour	B
Six Big 1220	1934	—	13 <sup>16</sup> / <sub>16</sub>	F	.0001	DB	8 3/4	SB	2 x 1 19/64	.0020	.008	Sol	Sep	A
Eight Adv. 1280	1934	—	13 <sup>16</sup> / <sub>16</sub>	F	.0001	DB	8 3/4	SB	2 x 1 19/64	.0020	.008	Sol	Sep	A
Eight Amb. 1290	1934	—	13 <sup>16</sup> / <sub>16</sub>	F	.0001	DB	9 1/16	Ba	2 1/8 x 1 3/8	.0020	.006	Sol	Spun	A
Six Adv. 3520	1935	—	13 <sup>16</sup> / <sub>16</sub>	F	.0001	DB	8 3/4	SB	2 x 1 19/64	.0020	.010	Sol	Sep	A
Eight Adv. 3580	1935	—	13 <sup>16</sup> / <sub>16</sub>	F	.0001	DB	8 3/4	SB	2 x 1 19/64	.0020	.008	Sol	Sep	A
Eight Amb. 3588	1935	—	13 <sup>16</sup> / <sub>16</sub>	F	.0001	DB	8 3/4	SB	2 x 1 19/64	.0020	.008	Sol	Sep	A
Six 400	1936	251 <sup>64</sup> / <sub>64</sub>	13 <sup>16</sup> / <sub>16</sub>	F	.0001	DB	8 3/4	SB	2 x 1 19/64	.0020	.008	Sol	Sep	A
Six Amb.	1936	251 <sup>64</sup> / <sub>64</sub>	13 <sup>16</sup> / <sub>16</sub>	F	.0001	DB	8 3/4	SB	2 x 1 19/64	.0020	.010	Sol	Sep	A
Eight Super Amb.	1936	216 <sup>64</sup> / <sub>64</sub>	13 <sup>16</sup> / <sub>16</sub>	F	.0001	DB	8 3/4	SB	2 x 1 19/64	.0020	.008	Sol	Sep	B
<b>OAKLAND</b>														
Eight 101-8	1930	—	1 1/16	P	.0015	DB	6 5/8	Ba	2 1/4 x 1 1/4	.0015	.003	No	Pour	A
Eight	1931	—	1 1/16	P	.0015	DB	6 5/8	Ba	2 1/4 x 1 1/4	.0015	.003	No	Pour	A
<b>OLDSMOBILE</b>														
Six F-30	1930	27 <sup>8</sup> / <sub>64</sub>	55 <sup>64</sup> / <sub>64</sub>	P	.0003	DB	9	Ba	1 7/8 x 1 3/8	.0015	.004	No	Pour	A
Six F-31	1931	27 <sup>8</sup> / <sub>64</sub>	55 <sup>64</sup> / <sub>64</sub>	P	.0003	DB	9	Ba	1 7/8 x 1 3/8	.0015	.004	No	Spun	A
Six F-32	1932	27 <sup>8</sup> / <sub>64</sub>	55 <sup>64</sup> / <sub>64</sub>	P	.0003	DB	9	Ba	1 7/8 x 1 3/8	.0015	.004	No	Spun	A
Eight L-32	1932	29 <sup>16</sup> / <sub>64</sub>	55 <sup>64</sup> / <sub>64</sub>	P	.0003	DB	9	Ba	2 1/4 x 1 1/4	.0015	.004	No	Spun	B
Six F-33	1933	31 <sup>16</sup> / <sub>64</sub>	55 <sup>64</sup> / <sub>64</sub>	P	.0003	DB	9	SB	1 7/8 x 1 3/8	.0015	.003	No	Sep	A
Eight L-33	1933	211 <sup>16</sup> / <sub>64</sub>	55 <sup>64</sup> / <sub>64</sub>	P	.0003	DB	9	SB	2 1/4 x 1 3/8	.0010	.006	No	Sep	A
Six F-34	1934	21 <sup>16</sup> / <sub>64</sub>	55 <sup>64</sup> / <sub>64</sub>	P	.0003	DB	7 13/16	SB	1 7/8 x 1 3/8	.0015	.006	No	Sep	A
Eight L-34	1934	211 <sup>16</sup> / <sub>64</sub>	55 <sup>64</sup> / <sub>64</sub>	P	.0003	DB	7 13/16	SB	2 1/4 x 1 3/8	.0015	.006	No	Sep	A
Six F-35	1935	31 <sup>16</sup> / <sub>64</sub>	55 <sup>64</sup> / <sub>64</sub>	P	.0003	DB	9	SB	2 x 1 3/8	.0010	.006	No	Sep	A
Eight L-35	1935	211 <sup>16</sup> / <sub>64</sub>	55 <sup>64</sup> / <sub>64</sub>	P	.0003	DB	9	SB	2 1/4 x 1 3/8	.0010	.006	No	Sep	A
Six F-36	1936	31 <sup>16</sup> / <sub>64</sub>	55 <sup>64</sup> / <sub>64</sub>	P	.0001	DB	7 13/16	SB	2 x 1 3/8	.0010	.006	No	Sep	A
Eight L-36	1936	211 <sup>16</sup> / <sub>64</sub>	55 <sup>64</sup> / <sub>64</sub>	P	.0001	DB	9	SB	2 1/4 x 1 3/8	.0010	.006	No	Sep	A
<b>PACKARD</b>														
8 Std. 726-733	1930	247 <sup>64</sup> / <sub>64</sub>	7/8	F	.0015	DB	10 7/8	Ba	2 1/16 x 1 3/32	.0015	.003	No	Pour	—
8 Speed, 734	1930	247 <sup>64</sup> / <sub>64</sub>	7/8	F	.0015	DB	10 7/8	Ba	2 1/16 x 1 3/32	.0015	.003	No	Pour	—
8 Cust. 740	1930	3 <sup>64</sup> / <sub>64</sub>	7/8	F	.0015	DB	10 7/8	Ba	2 1/16 x 1 1/4	.0015	.003	No	Pour	A
8 Del. 745	1930	3 <sup>64</sup> / <sub>64</sub>	7/8	F	.0015	DB	10 7/8	Ba	2 1/16 x 1 1/4	.0015	.003	No	Pour	—
8 Std. 826-833	1931	247 <sup>64</sup> / <sub>64</sub>	7/8	F	.0015	Re	10 7/8	Ba	2 1/16 x 1 3/32	.0015	.003	No	Pour	A
8 Del. 840-845	1931	3 <sup>64</sup> / <sub>64</sub>	7/8	F	.0015	Re	10 7/8	Ba	2 1/16 x 1 1/4	.0015	.003	No	Pour	—
8 Std. 901-902	1932	247 <sup>64</sup> / <sub>64</sub>	7/8	F	.0015	Re	10 7/8	Ba	2 1/16 x 1 3/32	.0015	.003	No	Pour	—
8 Del. 903-904	1932	3 <sup>64</sup> / <sub>64</sub>	7/8	F	.0015	Re	10 7/8	Ba	2 1/16 x 1 1/4	.0015	.003	No	Pour	A
8 1001-1002	1933	247 <sup>64</sup> / <sub>64</sub>	7/8	F	PF	Re	10 7/8	Ba	2 1/16 x 1 3/32	.0015	.003	No	Pour	A
8 Super 1003-1004	1933	3 <sup>64</sup> / <sub>64</sub>	7/8	F	PF	Re	10 7/8	Ba	2 1/16 x 1 1/4	.0015	.003	No	Pour	A
12 Cust. 1005-1006	1933	2 <sup>64</sup> / <sub>64</sub>	7/8	F	PF	Re	9 1/8	Ba	2 1/2 x 1 3/8	.0015	.003	No	Pour	—
8 1100-1-2	1934	247 <sup>64</sup> / <sub>64</sub>	7/8	F	PF	Re	10 7/8	Ba	2 1/16 x 1 3/32	.0015	.003	No	Pour	—
8 Super 1103-4-5	1934	3 <sup>64</sup> / <sub>64</sub>	7/8	F	PF	Re	10 7/8	Ba	2 1/16 x 1 1/4	.0015	.003	No	Pour	A
12 1107-1108	1934	2 <sup>64</sup> / <sub>64</sub>	7/8	F	PF	Re	9 3/8	Ba	2 1/2 x 1 3/8	.0015	.003	No	Pour	—

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# WRIST PINS — CONNECTING RODS AND BEARINGS

Make and Model	Year	Wrist Pins—Length	Wrist Pins—Diameter	Wrist Pins—Locking Method	Wrist Pins—Clearance	Wrist Pins—Hole Finish	Conn. Rods—Length, centre to centre	Bearing Material	Conn. Rod Bearings—Diameter and Length	Conn. Rod Bearings—Clearance	Conn. Rod Bearings—End Play	Shim Type	Bearing Type	Pistons and Rods removed from above or below
<b>PACKARD—Continued</b>														
8 120.....	1935	2 <sup>51</sup> / <sub>64</sub>	7/ <sub>8</sub>	F	.0003	Re	7 <sup>7</sup> / <sub>8</sub>	SB	2 <sup>3</sup> / <sub>16</sub> x1 <sup>3</sup> / <sub>8</sub>	.0008	.004	No	Sep	—
8 1200-1-2.....	1935	2 <sup>51</sup> / <sub>64</sub>	7/ <sub>8</sub>	F	PF	Re	10 <sup>7</sup> / <sub>8</sub>	CL	2 <sup>3</sup> / <sub>16</sub> x1 <sup>3</sup> / <sub>8</sub>	.0015	.003	No	Sep	—
8 Super 1203-4-5.....	1935	3 <sup>3</sup> / <sub>64</sub>	7/ <sub>8</sub>	F	PF	Re	10 <sup>7</sup> / <sub>8</sub>	CL	2 <sup>3</sup> / <sub>16</sub> x1 <sup>1</sup> / <sub>4</sub>	.0015	.003	No	Sep	A
12 1207-1208.....	1935	2 <sup>63</sup> / <sub>64</sub>	7/ <sub>8</sub>	F	PF	Re	9	CL	2 <sup>1</sup> / <sub>2</sub> x1 <sup>1</sup> / <sub>8</sub>	.0015	.003	No	Sep	—
8 120-B.....	1936	2 <sup>51</sup> / <sub>64</sub>	7/ <sub>8</sub>	F	.0003	Re	7 <sup>11</sup> / <sub>16</sub>	SB	2 <sup>3</sup> / <sub>16</sub> x1 <sup>3</sup> / <sub>8</sub>	.0008	.004	No	Sep	—
8 1400-1-2.....	1936	2 <sup>51</sup> / <sub>64</sub>	7/ <sub>8</sub>	F	PF	Re	10 <sup>7</sup> / <sub>8</sub>	CL	2 <sup>3</sup> / <sub>16</sub> x1 <sup>3</sup> / <sub>8</sub>	.0015	.003	No	Sep	—
8 Super 1403-4-5.....	1936	3 <sup>3</sup> / <sub>64</sub>	7/ <sub>8</sub>	F	PF	Re	10 <sup>7</sup> / <sub>8</sub>	CL	2 <sup>3</sup> / <sub>16</sub> x1 <sup>1</sup> / <sub>4</sub>	.0015	.003	No	Sep	—
12 1407-1408.....	1936	2 <sup>63</sup> / <sub>64</sub>	7/ <sub>8</sub>	F	PF	Re	9	CL	2 <sup>1</sup> / <sub>2</sub> x1 <sup>1</sup> / <sub>8</sub>	.0015	.003	No	Sep	—
<b>PLYMOUTH</b>														
30-U.....	1930	3	3/ <sub>4</sub>	R	.0003	—	8 <sup>9</sup> / <sub>16</sub>	Ba	2x1 <sup>3</sup> / <sub>8</sub>	.0010	.003	No	Pour	A
PA.....	1931	3	3/ <sub>4</sub>	R	.0003	—	8 <sup>9</sup> / <sub>16</sub>	Ba	2x1 <sup>3</sup> / <sub>8</sub>	.0008	.003	No	Pour	A
PB.....	1932	3	3/ <sub>4</sub>	R	.0003	—	8 <sup>9</sup> / <sub>16</sub>	Ba	2x1 <sup>3</sup> / <sub>8</sub>	.0008	.003	No	Pour	A
Six PC.....	1933	2 <sup>5</sup> / <sub>8</sub>	5/ <sub>64</sub>	F	PF	—	8 <sup>9</sup> / <sub>16</sub>	SB	1 <sup>15</sup> / <sub>16</sub> x1	.0010	.003	No	Sep	A
Six PD.....	1933	2 <sup>5</sup> / <sub>8</sub>	5/ <sub>64</sub>	F	PF	—	8 <sup>9</sup> / <sub>16</sub>	SB	1 <sup>15</sup> / <sub>16</sub> x1	.0010	.003	No	Sep	A
Six Std. PF.....	1934	2 <sup>5</sup> / <sub>8</sub>	5/ <sub>64</sub>	F	PF	—	7 <sup>15</sup> / <sub>16</sub>	SB	1 <sup>15</sup> / <sub>16</sub> x1	.0010	.003	No	Sep	A
Six Del. PE.....	1934	2 <sup>5</sup> / <sub>8</sub>	5/ <sub>64</sub>	F	PF	—	7 <sup>15</sup> / <sub>16</sub>	SB	1 <sup>15</sup> / <sub>16</sub> x1	.0010	.003	No	Sep	A
Six PJ.....	1935	2 <sup>5</sup> / <sub>8</sub>	5/ <sub>64</sub>	F	PF	—	7 <sup>15</sup> / <sub>16</sub>	SB	1 <sup>15</sup> / <sub>16</sub> x1	.0010	.003	No	Sep	A
Six Std. PJ.....	1935	2 <sup>5</sup> / <sub>8</sub>	5/ <sub>64</sub>	F	PF	—	7 <sup>15</sup> / <sub>16</sub>	SB	1 <sup>15</sup> / <sub>16</sub> x1	.0010	.003	No	Sep	A
Six Del. PJ.....	1935	2 <sup>5</sup> / <sub>8</sub>	5/ <sub>64</sub>	F	PF	—	7 <sup>15</sup> / <sub>16</sub>	SB	1 <sup>15</sup> / <sub>16</sub> x1	.0010	.003	No	Sep	A
Six Std. P1.....	1936	2 <sup>5</sup> / <sub>8</sub>	5/ <sub>64</sub>	F	PF	—	7 <sup>15</sup> / <sub>16</sub>	CL	1 <sup>15</sup> / <sub>16</sub> x1	.0010	.006	No	Sep	A
Six Del. P2.....	1936	2 <sup>5</sup> / <sub>8</sub>	5/ <sub>64</sub>	F	PF	—	7 <sup>15</sup> / <sub>16</sub>	CL	1 <sup>15</sup> / <sub>16</sub> x1	.0010	.006	No	Sep	A
<b>PONTIAC</b>														
Six Big 6-30.....	1930	3 <sup>1</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>16</sub>	P	.0015	DB	7 <sup>5</sup> / <sub>16</sub>	Ba	2x1 <sup>3</sup> / <sub>16</sub>	.0020	.003	No	Pour	A
Six M-401.....	1931	3 <sup>1</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>16</sub>	P	.0015	DB	7 <sup>5</sup> / <sub>16</sub>	Ba	2x1 <sup>3</sup> / <sub>16</sub>	.0015	.003	No	Pour	A
Six M-402.....	1932	3 <sup>1</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>16</sub>	P	.0015	DB	7 <sup>5</sup> / <sub>16</sub>	Ba	2x1 <sup>3</sup> / <sub>16</sub>	.0012	.005	No	Spun	A
Eight M-601.....	1933	2 <sup>7</sup> / <sub>8</sub>	15/ <sub>16</sub>	P	.0003	DB	7 <sup>1</sup> / <sub>16</sub>	Ba	2x1 <sup>3</sup> / <sub>16</sub>	.0015	.005	No	Spun	A
Eight 605.....	1934	2 <sup>7</sup> / <sub>8</sub>	15/ <sub>16</sub>	P	.0003	DB	7 <sup>1</sup> / <sub>16</sub>	SB	2x1 <sup>3</sup> / <sub>16</sub>	.0005	.005	No	Spun	A
Six.....	1935	3 <sup>1</sup> / <sub>16</sub>	15/ <sub>16</sub>	P	.0003	DB	7 <sup>1</sup> / <sub>16</sub>	SS	2x1 <sup>3</sup> / <sub>16</sub>	.0005	.005	No	Sep	A
Eight.....	1935	2 <sup>7</sup> / <sub>8</sub>	15/ <sub>16</sub>	P	.0003	DB	7 <sup>1</sup> / <sub>16</sub>	SS	2x1 <sup>3</sup> / <sub>16</sub>	.0005	.005	No	Sep	A
Six Std.....	1936	3 <sup>1</sup> / <sub>16</sub>	15/ <sub>16</sub>	P	.0003	DB	7 <sup>1</sup> / <sub>16</sub>	SS	2x1 <sup>3</sup> / <sub>16</sub>	.0005	.005	No	Sep	A
Six Del.....	1936	3 <sup>1</sup> / <sub>16</sub>	15/ <sub>16</sub>	P	.0003	DB	7 <sup>1</sup> / <sub>16</sub>	SS	2x1 <sup>3</sup> / <sub>16</sub>	.0005	.005	No	Sep	A
Eight.....	1936	2 <sup>7</sup> / <sub>8</sub>	15/ <sub>16</sub>	P	.0003	DB	7 <sup>1</sup> / <sub>16</sub>	SS	2x1 <sup>3</sup> / <sub>16</sub>	.0005	.005	No	Sep	A
<b>REO</b>														
6-15 Mate.....	1930	—	35/ <sub>64</sub>	F	.0005	Br	—	Ba	2 <sup>1</sup> / <sub>16</sub> x1 <sup>1</sup> / <sub>2</sub>	.0015	.003	No	Pour	—
6-20 Master.....	1930	3 <sup>1</sup> / <sub>16</sub>	63/ <sub>64</sub>	R	.0002	DB	10 <sup>1</sup> / <sub>2</sub>	Ba	2 <sup>1</sup> / <sub>16</sub> x1 <sup>1</sup> / <sub>2</sub>	.0015	.005	No	Pour	—
6-25 Fly. Cld.....	1930	3 <sup>1</sup> / <sub>16</sub>	63/ <sub>64</sub>	R	.0002	DB	10 <sup>1</sup> / <sub>2</sub>	Ba	2 <sup>1</sup> / <sub>16</sub> x1 <sup>1</sup> / <sub>2</sub>	.0015	.005	No	Pour	—
8-20 Fly. Cld.....	1931	3 <sup>1</sup> / <sub>16</sub>	63/ <sub>64</sub>	R	.0002	DB	10 <sup>1</sup> / <sub>2</sub>	Ba	2 <sup>1</sup> / <sub>16</sub> x1 <sup>1</sup> / <sub>2</sub>	.0015	.005	No	Pour	—
8-25 Fly. Cld.....	1931	3 <sup>1</sup> / <sub>16</sub>	63/ <sub>64</sub>	R	.0002	DB	10 <sup>1</sup> / <sub>2</sub>	Ba	2 <sup>1</sup> / <sub>16</sub> x1 <sup>1</sup> / <sub>2</sub>	.0015	.005	No	Pour	B
8-30 Fly. Cld.....	1931	3 <sup>1</sup> / <sub>16</sub>	63/ <sub>64</sub>	F	.0004	DB	10 <sup>1</sup> / <sub>2</sub>	Ba	2 <sup>1</sup> / <sub>16</sub> x1 <sup>1</sup> / <sub>2</sub>	.0015	.003	No	Pour	—
8-35 Royale.....	1931	2 <sup>7</sup> / <sub>8</sub>	63/ <sub>64</sub>	F	.0004	DB	10 <sup>1</sup> / <sub>2</sub>	Ba	2 <sup>1</sup> / <sub>16</sub> x1 <sup>1</sup> / <sub>2</sub>	.0015	.003	No	Pour	—
6-31[Fly. Cld.....	1932	2 <sup>7</sup> / <sub>8</sub>	63/ <sub>64</sub>	F	.0004	DB	10 <sup>1</sup> / <sub>2</sub>	Ba	2 <sup>1</sup> / <sub>16</sub> x1 <sup>1</sup> / <sub>2</sub>	.0015	.005	No	Pour	B
8-21 Fly. Cld.....	1932	2 <sup>1</sup> / <sub>2</sub>	55/ <sub>64</sub>	F	.0003	DB	9 <sup>3</sup> / <sub>4</sub>	Ba	2 <sup>3</sup> / <sub>8</sub> x1 <sup>1</sup> / <sub>16</sub>	.0005	.004	No	Spun	B
8-25 Fly. Cld.....	1932	2 <sup>1</sup> / <sub>2</sub>	55/ <sub>64</sub>	F	.0003	DB	9 <sup>3</sup> / <sub>4</sub>	Ba	2 <sup>3</sup> / <sub>8</sub> x1 <sup>1</sup> / <sub>16</sub>	.0005	.004	No	Spun	B
8-31 Royale.....	1932	2 <sup>7</sup> / <sub>8</sub>	63/ <sub>64</sub>	F	.0004	DB	10 <sup>1</sup> / <sub>2</sub>	Ba	2 <sup>1</sup> / <sub>16</sub> x1 <sup>1</sup> / <sub>2</sub>	.0015	.003	No	Pour	E
8-35 Royale.....	1932	2 <sup>7</sup> / <sub>8</sub>	63/ <sub>64</sub>	F	.0004	DB	10 <sup>1</sup> / <sub>2</sub>	Ba	2 <sup>1</sup> / <sub>16</sub> x1 <sup>1</sup> / <sub>2</sub>	.0015	.003	No	Pour	E
Six Fly. Cld. 3S.....	1933	2 <sup>29</sup> / <sub>32</sub>	63/ <sub>64</sub>	F	.0003	DB	10 <sup>1</sup> / <sub>2</sub>	Ba	2 <sup>1</sup> / <sub>16</sub> x1 <sup>1</sup> / <sub>2</sub>	.0015	.003	No	Pour	B
Eight Royale.....	1933	2 <sup>29</sup> / <sub>32</sub>	63/ <sub>64</sub>	F	.0003	DB	10 <sup>1</sup> / <sub>2</sub>	Ba	2 <sup>1</sup> / <sub>16</sub> x1 <sup>1</sup> / <sub>2</sub>	.0015	.003	No	Pour	E

For list of abbreviations see page 59

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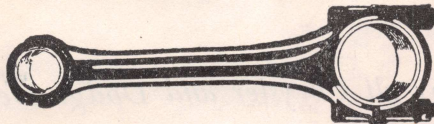
# WRIST PINS — CONNECTING RODS AND BEARINGS

Make and Model	Year	Wrist Pins—Length	Wrist Pins—Diameter	Wrist Pins—Locking Method	Wrist Pins—Clearance	Wrist Pins—Hole Finish	Conn. Rods—Length, centre to centre	Bearing Material	Conn. Rod Bearings—Diameter and Length	Conn. Rod Bearings—Clearance	Conn. Rod Bearings—End Play	Shim Type	Bearing Type	Pistons and Rods removed from above or below
<b>REO—Continued</b>														
Six Fly. Cld. S4	1934	2 <sup>29</sup> / <sub>32</sub>	6 <sup>5</sup> / <sub>64</sub>	F	.0003	DB	10 <sup>1</sup> / <sub>2</sub>	Ba	2 <sup>1</sup> / <sub>16</sub> x1 <sup>1</sup> / <sub>2</sub>	.0015	.003	No	Pour	B
Eight Royale N2	1934	2 <sup>29</sup> / <sub>32</sub>	6 <sup>5</sup> / <sub>64</sub>	F	.0003	DB	10 <sup>1</sup> / <sub>2</sub>	Ba	2 <sup>1</sup> / <sub>16</sub> x1 <sup>1</sup> / <sub>2</sub>	.0015	.003	No	Pour	E
Six Fly. Cld. 6A	1935	2 <sup>29</sup> / <sub>32</sub>	6 <sup>5</sup> / <sub>64</sub>	F	.0003	DB	10 <sup>1</sup> / <sub>2</sub>	SB	2 <sup>1</sup> / <sub>16</sub> x1 <sup>1</sup> / <sub>2</sub>	.0015	.008	Sol	Sep	E
Six Royale 7S	1935	2 <sup>29</sup> / <sub>32</sub>	6 <sup>5</sup> / <sub>64</sub>	F	.0003	DB	10 <sup>1</sup> / <sub>2</sub>	Ba	2 <sup>1</sup> / <sub>16</sub> x1 <sup>1</sup> / <sub>2</sub>	.0015	.003	No	Sep	E
Six Fly. Cld.	1936	2 <sup>29</sup> / <sub>32</sub>	6 <sup>5</sup> / <sub>64</sub>	F	.0002	DB	10 <sup>1</sup> / <sub>2</sub>	SB	2 <sup>1</sup> / <sub>16</sub> x1 <sup>1</sup> / <sub>2</sub>	.0010	.008	Sol	Sep	E
<b>ROCKNE</b>														
6-65	1931-2	2 <sup>11</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>16</sub>	R	.0002	Re	8 <sup>1</sup> / <sub>4</sub>	SB	1 <sup>11</sup> / <sub>16</sub> x1 <sup>1</sup> / <sub>4</sub>	.0010	.005	No	Sep	A
6-75	1932	2 <sup>7</sup> / <sub>8</sub>	7 <sup>8</sup> / <sub>8</sub>	R	.0001	DB	10 <sup>1</sup> / <sub>4</sub>	Ba	2 <sup>1</sup> / <sub>8</sub> x1 <sup>1</sup> / <sub>2</sub>	.0008	.005	No	Spun	A
6-31	1932-3	2 <sup>11</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>16</sub>	R	.0002	Re	8 <sup>1</sup> / <sub>4</sub>	Ba	1 <sup>11</sup> / <sub>16</sub> x1 <sup>1</sup> / <sub>4</sub>	.0005	.005	No	Spun	A
<b>STUDEBAKER</b>														
Dict. 6-GL	1930	3	7 <sup>8</sup> / <sub>8</sub>	R	.0001	—	10 <sup>1</sup> / <sub>4</sub>	Ba	2 <sup>1</sup> / <sub>8</sub> x1 <sup>1</sup> / <sub>2</sub>	.0015	.004	No	Pour	A
Dict. 8-FC	1930	2 <sup>5</sup> / <sub>8</sub>	7 <sup>8</sup> / <sub>8</sub>	R	.0001	—	8 <sup>1</sup> / <sub>4</sub>	Ba	1 <sup>7</sup> / <sub>8</sub> x1 <sup>3</sup> / <sub>16</sub>	.0020	.004	No	Pour	A
Comm. 6-GJ	1930	3	7 <sup>8</sup> / <sub>8</sub>	R	.0001	—	10	Ba	2x1 <sup>1</sup> / <sub>2</sub>	.0020	.004	No	Pour	A
Comm. 8-FD	1930	2 <sup>5</sup> / <sub>8</sub>	7 <sup>8</sup> / <sub>8</sub>	R	.0001	—	8	Ba	1 <sup>7</sup> / <sub>8</sub> x1 <sup>3</sup> / <sub>16</sub>	.0020	.004	No	Pour	A
Pres. 8-FE	1930	3 <sup>1</sup> / <sub>16</sub>	1 <sup>5</sup> / <sub>16</sub>	R	.0001	—	9 <sup>7</sup> / <sub>32</sub>	Ba	2 <sup>1</sup> / <sub>4</sub> x1 <sup>3</sup> / <sub>8</sub>	.0020	.004	No	Pour	A
Pres. 8-FH	1930	3 <sup>1</sup> / <sub>16</sub>	1 <sup>5</sup> / <sub>16</sub>	R	.0001	—	9 <sup>7</sup> / <sub>32</sub>	Ba	2 <sup>1</sup> / <sub>4</sub> x1 <sup>3</sup> / <sub>8</sub>	.0020	.004	No	Pour	A

For list of abbreviations see page 59

(Continued on page 59)

## TORBEACO



## Rebabbitting Service

*Complete Stock of Rods  
for Immediate Exchange*

**PREFERRED BY FLEET OWNERS BECAUSE  
THEY STAND UP LONGER**

**TORBEACO REBABBITTING SERVICE**  
TORONTO MONTREAL



# *Genuine* CHRYSLER-BUILT PISTONS ARE MADE BY CHRYSLER MOTORS

No other pistons qualify as *genuine* Chrysler replacement parts. Each Chrysler-Built engine model has a specially designed piston and it is important that only genuine pistons be used.

Chrysler Piston Rings are made for Chrysler Pistons and used together you have assurance of a job that will satisfy your customers.

*Sold by all Chrysler and Dodge Dealers.*

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FREE FOR THE ASKING. WRITE FOR YOUR COPY.

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**CHRYSLER CORPORATION OF CANADA LIMITED**

**WINDSOR**

*(Parts Division)*

**ONTARIO**



# PISTONS — PISTON RINGS

Make and Model	Year	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
<b>AUBURN</b>															
6-85.....	1930	AA	IS	12	3 1/2	.010	.0015	.310	.290	1	3 1/16	—	2	1 1/8	—
8-95.....	1930	AA	IS	12	3 1/2	.010	.0015	.361	.361	1	3 1/16	—	2	1 1/8	—
8-98.....	1931	AA	IS	—	3 3/4	.019	.0015	.147	.135	3	3 1/8	.006	1	1 1/8	.010
8-100.....	1932	AA	IS	15	3 3/4	.016	.0015	.147	.135	2	e	.010	2	1 1/8	.016
12-160.....	1932	AA	IS	17	3 7/8	.011	.0025	.162	.152	2	e	.010	2	1 1/8	.018
8-101, 101A.....	1933	AA	IS	15	3 3/4	.016	.0015	.157	.147	2	e	.007	2	1 1/8	.006
8-105.....	1933	AA	IS	15	3 3/4	.016	.0015	.157	.147	2	e	.007	2	1 1/8	.006
12-161, 161A.....	1933	AA	IS	17	3 7/8	.009	.0015	.162	.147	2	e	.010	2	1 1/8	.010
12-165.....	1933	AA	IS	17	3 7/8	.009	.0015	.162	.152	2	e	.010	2	1 1/8	.010
6-52.....	1934	AA	IS	16	3 3/4	.016	.0015	.157	.147	2	e	.007	2	1 1/8	.006
8-50.....	1934	AA	IS	16	3 3/4	.016	.0015	.157	.147	2	e	.007	2	1 1/8	.006
12-165.....	1934	AA	IS	17	3 7/8	.019	.0015	.162	.152	2	e	.010	2	1 1/8	.010
6-53.....	1935	AA	IS	16	3 3/4	.009	.0020	.155	.175	2	e	.008	2	1 1/8	.008
8-51.....	1935	AA	IS	16	3 3/4	.009	.0020	.155	.175	2	e	.008	2	1 1/8	.008
8-51 SC.....	1935	AA	IS	16	3 3/4	.009	.0020	.155	.175	2	e	.008	2	1 1/8	.008
6-54.....	1936	AA	IS	16	3 3/4	.010	.0015	.159	.179	2	e	.013	2	1 1/8	.013
8-52.....	1936	AA	IS	16	3 3/4	.010	.0015	.159	.179	2	e	.013	2	1 1/8	.013
8-52 SC.....	1936	AA	IS	14.4	3 3/4	.011	.0132	.159	.179	1	3 1/16	.015	2	1 1/8	.013

## CADILLAC

V- 8 353.....	1930	NC	LW	24	3 3/4	.026	.0030	.151	.148	1	3 1/16	.008	3	h	.008
V-16 452.....	1930	NC	LW	19 3/4	3 1/16	.003	.0020	.136	.133	1	3 1/16	.008	3	h	.008
V- 8 355.....	1931	NC	LW	24	3 3/4	.017	.0030	.148	.145	1	3 1/16	.008	3	h	.008
V-12 370.....	1931	NC	LW	21	3 1/16	.012	.0020	.139	.132	1	3 1/16	.008	3	h	.008
V-16 452.....	1931	NC	LW	19 1/2	3 1/16	.003	.0020	.136	.133	1	3 1/16	.008	3	h	.008
V- 8 355B.....	1932	MC	LW	23 3/4	3 21/32	.016	.0020	.148	.148	2	f	.008	2	e	.008
V-12 370B.....	1932	MC	LW	21	3 1/16	.012	.0020	.122	.130	2	f	.008	2	e	.008
V-16 452B.....	1932	MC	LW	19 1/2	3 1/16	.014	.0030	.136	.128	1	3 1/16	.008	3	h	.008
V- 8 355C.....	1933	MC	TP	23 3/4	3 1/16	.014	.0020	.144	.144	2	f	.003	3	g	.005
V-12 370C.....	1933	MC	TP	20 7/8	3 1/16	.012	.0020	.122	.130	2	e	.003	2	g	.005
V-16 452C.....	1933	MC	—	19 1/2	3 1/16	.013	.0030	.136	.128	1	3 1/16	.003	3	h	.005
V- 8 355D.....	1934	AA	TS	—	3 1/16	.019	.0023	.154	.158	1	3 1/16	.007	3	3 3/32	.007
V-12 370D.....	1934	AA	TS	—	3 1/16	.019	.0020	.144	.150	1	3 1/16	.007	3	3 3/32	.007
V-16 452D.....	1934	AA	TS	—	3 1/16	.018	.0018	.139	.142	1	3 1/16	.007	3	3 3/32	.007
V- 8 355E.....	1935	AA	TS	15	3 1/16	.019	.0023	.154	.158	1	3 1/16	.007	3	3 3/32	.007
V-12 370E.....	1935	AA	TS	11 3/4	3 1/16	.019	.0020	.144	.150	1	3 1/16	.007	3	3 3/32	.007
V-16 452E.....	1935	AA	TS	12	3 1/16	.018	.0018	.139	.142	1	3 1/16	.007	3	3 3/32	.007
V- 8 60.....	1936	AA	TA	16 7/8	4 1/8	.019	.0023	.154	.152	2	3 1/32	.007	2	1 1/8	.007
V- 8 70.....	1936	AA	TA	18 1/4	4 1/8	.021	.0025	.153	.151	2	3 1/32	.007	2	1 1/8	.007
V- 8 75.....	1936	AA	TA	18 1/4	4 1/8	.021	.0025	.153	.151	2	3 1/32	.007	2	1 1/8	.007
V-12 80-85.....	1936	AA	TA	11 3/4	3 1/16	.019	.0019	.144	.150	1	3 1/32	.007	3	3 3/32	.007
V-16.....	1936	AA	TA	12	3 1/16	.018	.0018	.139	.142	1	3 1/32	.007	3	3 3/32	.007

AA—Aluminum alloy

h—1 @ 3/16", 2 @ 1/8"

MC—Molybdenum cast iron

TP—Tin plated

e—1 @ 1/8", 1 @ 3/16"

IS—Invar struts

NC—Nickel cast iron

TS—T-slot

f—1 @ 3/16", 1 @ 3/32"

j—1 @ 3/32", 1 @ 1/8"

SC—Supercharged

g—1 @ 1/8", 2 @ 3/32"

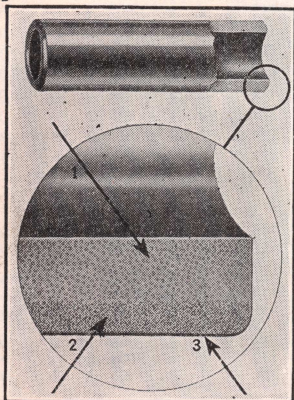
LW—Light weight

TA—T-slot, anodized finish



## A COMPLETE line of fac- tory - type PISTONS,

iron and alloy, including tin-plated, Alcotred (anodic-oxidized), strut, tungtite, trunk-type, Thompson CHEXPAN (low expansion), and cam-ground. Also the Thompson heavy-duty AEROTYPE piston for trucks and buses.



## ... and Chrome plated Piston Pins

1—soft, tough core; 2—hardened and lapped; 3—plated with chromium, the hardest metal known. Wears much longer. Resists pitting and corrosion. Diameters held to 1/10,000. EXACT! COST NO MORE.

**CANADIAN PLANT — ST. CATHARINES, ONT.**

*(Other factories in Cleveland and Detroit)*

# Thompson Products



# PISTONS — PISTON RINGS

Make and Model	Year	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
<b>CHEVROLET</b>															
Six AD Univ.....	1930	CI	SK	—	3 $\frac{1}{16}$	.011	.0030	.150	.150	1	$\frac{5}{32}$	.005	2	$\frac{3}{32}$	.005
Six AE Indep.....	1931	CI	SK	—	3 $\frac{1}{16}$	.011	.0020	.150	.150	1	$\frac{1}{8}$	.002	2	$\frac{5}{32}$	.002
Six Confed.....	1932	CI	SK	—	3 $\frac{1}{16}$	.011	.0020	.150	.150	1	$\frac{1}{8}$	.002	2	$\frac{5}{32}$	.002
Six Std.....	1933	CI	SK	28.8	3 $\frac{1}{16}$	.011	.0020	.150	.150	1	$\frac{3}{16}$	.002	2	$\frac{5}{32}$	.002
Six Master.....	1933	CI	SK	28.8	3 $\frac{1}{16}$	.011	.0020	.150	.150	1	$\frac{3}{16}$	.002	2	$\frac{5}{32}$	.002
Six Std.....	1934	CI	FS	—	3 $\frac{1}{16}$	.011	.0020	.150	.150	1	$\frac{3}{16}$	.004	2	$\frac{3}{8}$	.004
Six Master.....	1934	CI	FS	—	3 $\frac{1}{16}$	.011	.0015	.173	.173	1	$\frac{3}{16}$	.004	2	$\frac{1}{8}$	.004
Six.....	1935	CI	TP	28.8	3 $\frac{1}{16}$	.014	.0020	.173	.156	1	$\frac{3}{16}$	.004	2	$\frac{3}{8}$	.004
Six.....	1936	CI	TP	28.8	3 $\frac{1}{16}$	.015	.0014	.169	.158	1	$\frac{3}{16}$	.005	2	$\frac{1}{8}$	.005
<b>CHRYSLER</b>															
Six-66.....	1930	AA	IS	15.0	3 $\frac{1}{16}$	.002	—	—	—	1	$\frac{1}{8}$	.005	2	$\frac{9}{64}$	.005
Six-70.....	1930	AA	IS	19.0	4 $\frac{7}{8}$	.002	—	—	—	1	$\frac{1}{8}$	.005	4	$\frac{9}{64}$	.005
Six-77.....	1930	AA	IS	19.0	4 $\frac{7}{8}$	.002	—	—	—	1	$\frac{1}{8}$	.005	4	$\frac{9}{64}$	.005
Six Imp. 80.....	1930	AA	IS	—	—	.004	—	—	—	1	$\frac{1}{8}$	.005	4	$\frac{9}{64}$	.005
Six CJ.....	1930	AA	IS	16	3 $\frac{1}{16}$	.020	.0012	—	—	1	$\frac{1}{8}$	.007	2	$\frac{11}{64}$	.004
Eight CG.....	1930	AA	IS	—	4 $\frac{1}{8}$	.022	.0020	—	—	1	$\frac{5}{32}$	.007	4	$\frac{9}{64}$	.005
Six CM.....	1931	AA	IS	16	3 $\frac{1}{16}$	.022	.0015	—	—	1	$\frac{5}{32}$	.007	3	b	.007
Eight CD.....	1931	AA	IS	—	3 $\frac{1}{16}$	.022	.0015	—	—	1	$\frac{5}{32}$	.007	3	b	.007
Eight DeL. CD*.....	1931	AA	IS	18	3 $\frac{3}{4}$	—	.0015	—	—	1	$\frac{5}{32}$	.007	3	a	.007
Eight Imp. CG.....	1931	AA	IS	—	4 $\frac{1}{8}$	.022	.0020	—	—	1	$\frac{5}{32}$	.007	4	$\frac{9}{64}$	.005
Six CI.....	1932	AA	IS	17.5	3 $\frac{1}{16}$	—	.0010	—	—	1	$\frac{5}{32}$	.007	3	a	.007
Eight CP.....	1932	AA	IS	17.5	3 $\frac{1}{16}$	—	.0010	—	—	1	$\frac{5}{32}$	.007	3	a	.007
Eight Imp. CH.....	1932	AA	IS	21	4 $\frac{1}{8}$	—	.0015	—	—	1	$\frac{5}{32}$	.007	4	$\frac{5}{32}$	.004
Six CO.....	1933	AA	TS	—	3 $\frac{7}{8}$	—	.0010	—	—	1	$\frac{5}{32}$	.007	4	$\frac{9}{64}$	.007
Eight CT.....	1933	AA	TS	—	3 $\frac{7}{8}$	—	.0010	—	—	1	$\frac{5}{32}$	.007	4	$\frac{9}{64}$	.007
Eight CQ.....	1933	AA	TS	—	3 $\frac{7}{8}$	—	.0010	—	—	1	$\frac{5}{32}$	.007	4	$\frac{9}{64}$	.007
Imp. Cust. CL.....	1933	AA	IS	—	4 $\frac{1}{8}$	—	.0015	—	—	1	$\frac{5}{32}$	.007	4	$\frac{5}{32}$	.007
Six CA.....	1934	AA	TS	—	3 $\frac{7}{8}$	.025	.0015	—	—	1	$\frac{3}{16}$	.007	3	$\frac{1}{8}$	.007
Six CY.....	1934	AA	TS	—	3 $\frac{7}{8}$	.025	.0015	—	—	1	$\frac{3}{16}$	.007	3	$\frac{1}{8}$	.007
Eight CU.....	1934	AA	TS	—	3 $\frac{7}{8}$	.025	.0015	—	—	1	$\frac{3}{16}$	.007	3	$\frac{1}{8}$	.007
Eight CV.....	1934	AA	TS	—	3 $\frac{7}{8}$	.025	.0015	—	—	1	$\frac{3}{16}$	.007	3	$\frac{1}{8}$	.007
Six C6.....	1935	AA	TS	10.7	3 $\frac{7}{8}$	.022	.0015	.177	.157	2	$\frac{5}{32}$	.007	2	$\frac{1}{8}$	.007
Eight C2.....	1935	AA	TS	10.2	3 $\frac{7}{8}$	.022	.0015	.177	.157	2	$\frac{5}{32}$	.007	2	$\frac{1}{8}$	.007
Eight C1 Airflow.....	1935	AA	TS	10.2	3 $\frac{7}{8}$	.022	.0015	.177	.157	2	$\frac{5}{32}$	.007	2	$\frac{1}{8}$	.007
Eight C2 Airflow.....	1935	AA	TS	10.2	3 $\frac{7}{8}$	.022	.0015	.177	.157	2	$\frac{5}{32}$	.007	2	$\frac{1}{8}$	.007
Six C7.....	1936	AA	SA	—	3 $\frac{7}{8}$	.022	.0020	.177	.157	2	$\frac{5}{32}$	.007	2	$\frac{1}{8}$	.007
Eight C8.....	1936	AA	SA	—	3 $\frac{7}{8}$	.022	.0020	.177	.157	2	$\frac{5}{32}$	.007	2	$\frac{1}{8}$	.007
Eight C9 Airflow.....	1936	AA	SA	—	3 $\frac{7}{8}$	.022	.0020	.177	.157	2	$\frac{5}{32}$	.007	2	$\frac{1}{8}$	.007
8 Imp. C10 Airf.....	1936	AA	SA	—	3 $\frac{7}{8}$	.022	.0020	.177	.157	2	$\frac{5}{32}$	.007	2	$\frac{1}{8}$	.007

a—1 @  $\frac{1}{8}$ ", 2 @  $\frac{9}{64}$ "  
 FS—Full skirt  
 TS—T-slot

AA—Aluminum alloy  
 IS—Invar struts  
 \*—Late model, engine bore 3 $\frac{1}{4}$ ", stroke 4 $\frac{1}{4}$ "

b—1 @  $\frac{1}{8}$ ", 2 @ .135"  
 CI—Castiron  
 SK—Solid skirt



# PISTONS — PISTON RINGS

Make and Model	Year	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
<b>DE SOTO</b>															
Six CK.....	1930	AA	IS	—	3 $\frac{11}{16}$	.020	.0015	—	—	1	$\frac{5}{64}$	.007 2	1 $\frac{1}{8}$	.007	
Eight CF.....	1930	AA	IS	—	3 $\frac{11}{16}$	.020	.0010	—	—	1	$\frac{1}{8}$	.007 3	$\frac{3}{32}$	.007	
Six SA.....	1931	AA	IS	—	3 $\frac{13}{16}$	—	.0015	—	—	1	$\frac{5}{32}$	.007 3	a	.007	
Eight CF.....	1931	AA	IS	—	3 $\frac{11}{16}$	—	.0010	—	—	1	$\frac{5}{32}$	.007 3	a	.007	
Six SC.....	1932	AA	IS	—	3 $\frac{3}{4}$	—	.0015	—	—	1	$\frac{5}{32}$	.007 3	a	.007	
Six SD.....	1933	AA	IS	—	3 $\frac{11}{16}$	—	.0015	—	—	1	$\frac{5}{32}$	.007 3	a	.007	
Six SE.....	1934	AA	TS	—	3 $\frac{7}{8}$	—	.0015	—	—	1	$\frac{5}{32}$	.007 3	1 $\frac{1}{8}$	.007	
Six SF.....	1935	AA	TS	—	3 $\frac{7}{8}$	.022	.0015	.177	.156	2	$\frac{5}{32}$	.007 2	1 $\frac{1}{8}$	.007	
Six SG Airflow.....	1935	AA	TS	—	3 $\frac{7}{8}$	.022	.0015	.177	.157	2	$\frac{5}{32}$	.007 2	1 $\frac{1}{8}$	.007	
Six Cust. SI.....	1936	AA	SA	—	3 $\frac{7}{8}$	.022	.0020	.177	.157	2	$\frac{5}{32}$	.007 2	1 $\frac{1}{8}$	.007	
Six S2 Airflow.....	1936	AA	SA	—	3 $\frac{7}{8}$	.022	.0020	.177	.157	2	$\frac{5}{32}$	.007 2	1 $\frac{1}{8}$	.007	
<b>DODGE</b>															
Six DD.....	1930	AA	IS	18	3 $\frac{11}{16}$	—	.0020	—	—	1	1 $\frac{1}{8}$	— 2	$\frac{9}{64}$	—	
Eight DC.....	1930	AA	IS	18	3 $\frac{11}{16}$	—	.0015	—	—	1	1 $\frac{1}{8}$	— 3	$\frac{3}{32}$	—	
Six DH.....	1931	AA	IS	18	—	—	.0015	—	—	1	$\frac{5}{32}$	.007 3	a	.007	
Eight DG.....	1931	AA	IS	18	—	—	.0010	—	—	1	$\frac{5}{32}$	.007 3	a	.007	
Six DL.....	1932	AA	IS	18	3 $\frac{11}{16}$	—	.0015	—	—	1	$\frac{5}{32}$	.007 3	a	.007	
Eight DK.....	1932	AA	IS	18	3 $\frac{3}{4}$	—	.0015	—	—	1	$\frac{5}{32}$	.007 3	a	.007	
Six DP, DQ.....	1933	AA	IS	18	3 $\frac{11}{16}$	.022	.0015	—	—	1	$\frac{5}{32}$	.007 3	1 $\frac{1}{8}$	.007	
Eight DO.....	1933	AA	IS	18	3 $\frac{3}{4}$	.022	.0015	—	—	1	$\frac{5}{32}$	.007 3	a	.007	
Six DS, DR.....	1934	AA	IS	—	3 $\frac{11}{16}$	.022	.0015	—	—	1	$\frac{5}{32}$	.007 3	a	.007	
Six Std. DT.....	1934	AA	TS	—	3 $\frac{11}{16}$	.022	.0015	—	—	1	$\frac{5}{32}$	.007 3	1 $\frac{1}{8}$	.007	
Six DU.....	1935	AA	IS	—	3 $\frac{11}{16}$	.022	.0015	.177	.157	2	$\frac{5}{32}$	.007 2	1 $\frac{1}{8}$	.007	
Six DV.....	1935	AA	TS	—	3 $\frac{11}{16}$	.022	.0015	.177	.151	2	$\frac{5}{32}$	.007 2	1 $\frac{1}{8}$	.007	
Six D2.....	1936	AA	IS	—	3 $\frac{11}{16}$	.022	.0015	.177	.157	2	$\frac{5}{32}$	.007 2	1 $\frac{1}{8}$	.007	
Six D3, D4.....	1936	AA	TS	—	3 $\frac{11}{16}$	.022	.0015	.177	.151	2	$\frac{5}{32}$	.007 2	1 $\frac{1}{8}$	.007	
<b>DURANT</b>															
6-11.....	1930	AA	IS	12	3 $\frac{15}{16}$	.025	.0020	.142	.141	1	$\frac{5}{32}$	.006 3	1 $\frac{1}{8}$	.008	
6-14.....	1930	AA	IS	12	3 $\frac{15}{16}$	.025	.0020	.142	.141	1	$\frac{5}{32}$	.006 3	1 $\frac{1}{8}$	.008	
6-17.....	1930	AA	IS	18	3 $\frac{15}{16}$	.030	.0025	.158	.127	1	$\frac{5}{32}$	.006 3	1 $\frac{1}{8}$	.008	
6-18.....	1931	AA	IS	18	3 $\frac{15}{16}$	.030	.0025	.156	.156	1	$\frac{5}{32}$	.006 3	1 $\frac{1}{8}$	.008	

a—1 @  $\frac{1}{8}$ " , 2 @  $\frac{9}{64}$ "

SA—Split skirt. anodized finish

AA—Aluminum alloy

TS—T-slot

IS—Invar struts





# Pedrick HYDRAULIC PISTON RINGS

HAVE REVOLUTIONIZED THE RECONDITIONING OF WORN ENGINES

Only HYDRAULICS  
can do all these things

1. Stop Oil Waste
  2. Increase Speed
  3. Step up Power
  4. Save Gasoline
  5. Improve Pick-Up
  6. Assure Lasting Results
- ... even in badly worn  
engines

Here is the finest Piston Ring Installation at any price! Unequalled for OIL CONTROL . . . POWER . . . FUEL ECONOMY . . . LENGTH OF LIFE. Pedrick's Hydraulic Action Principle thoroughly controls both OIL WASTE and BLOW-BY. The great flexibility of this two-piece ring construction—plus the forcing pressure of the oil behind the ring—keeps the “seal” absolutely tight—regardless of variations due to wear. No other ring can produce the results that Hydraulics deliver in worn or “out-of-round” cylinders. Test them on a “tough job”—and you’ll see why garage men everywhere are recommending Pedrick Hydraulic Reconditioning.

**PEDRICK MAKES PISTON RINGS FOR EVERY PURPOSE—  
IN EVERY PRICE CLASS**

**STANDARD  
REPLACEMENT**  
Plain Compression  
Deep Channel Oil  
Control

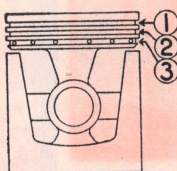
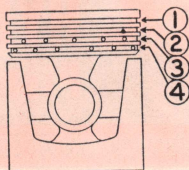
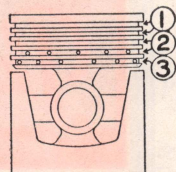
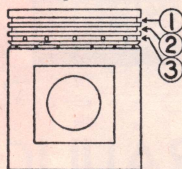
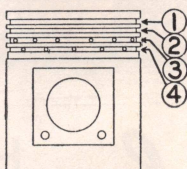
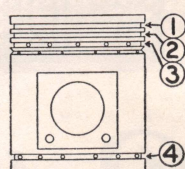
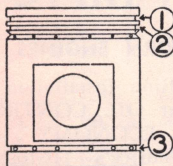
**AUTO SERVICE**  
Expander Type  
Compression  
Expander Type Oil  
Control

**SILVER**  
Plain Compression  
Plain Slotted Oil  
Control

See next page for valuable piston ring data.

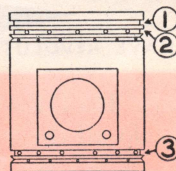
★ TURN TO PAGE 136 FOR MORE INFORMATION.



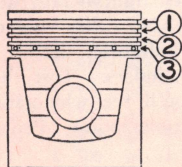
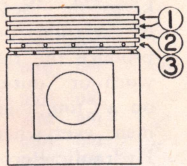
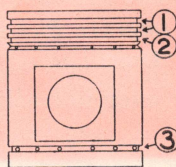
C-1,  
Alloy StrutC-2,  
Alloy StrutC-3,  
Tung-Tite AlloyC-4,  
T-Slot Alloy  
or Cast IronC-5,  
T-Slot Alloy  
or Cast IronC-6,  
Cast IronC-7,  
Cast Iron

← C-7 — Regular Hydraulic Installation for pistons with 2 rings above and one below the pin.

C-8—For chronic oil pumpers it is advisable to drain the piston as illustrated here.

C-8,  
Cast Iron

Hydraulic Installations in Slow-Speed Engines equipped with only one oil ring per piston

D-1,  
Alloy StrutD-2,  
T-Slot Alloy  
or Cast IronD-3,  
Cast Iron

#### TYPES OF RINGS (as shown in figures):

- 1—Single-Piece Compression. 2—Hydraulic Compression.  
3—Hydraulic Oil-Control. 4—Single-Piece D. C. Oil-Control.

This data is reprinted from the Pedrick Technical Service Manual. Complete copies may be obtained for the asking.

**WILKENING MANUFACTURING COMPANY (CANADA) LTD.,**

43 Britain St., Toronto

SEND YOUR PISTON RING PROBLEMS TO PEDRICK TECHNICAL SERVICE DIVISION



# PISTONS — PISTON RINGS

Make and Model	Year	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
<b>ERSKINE</b>															
Six 53.....	1930	CI	—	30	3 $\frac{3}{8}$	.012	.0030	.132	.132	1	$\frac{3}{16}$	.015	3	$\frac{1}{8}$	.015
<b>ESSEX</b>															
Super 6.....	1930	AA	TS	8	3 $\frac{1}{16}$	.012	.0010	.156	.156	2	$\frac{1}{8}$	.006	2	$\frac{1}{8}$	.006
Super 6.....	1931	AA	SS	9	3 $\frac{1}{16}$	.002	.0010	$\frac{5}{32}$	$\frac{5}{32}$	2	e	.007	2	$\frac{3}{32}$	.007
Six.....	1932	SA	TS	9 $\frac{1}{4}$	3 $\frac{3}{16}$	.012	.0005	$\frac{5}{32}$	$\frac{5}{32}$	2	e	.009	2	$\frac{3}{32}$	.009
Terraplane 6.....	1933	AA	TS	9 $\frac{1}{4}$	3 $\frac{1}{16}$	.016	.0005	.150	.150	2	e	.009	2	$\frac{3}{32}$	.009
Terraplane 8.....	1933	AA	TS	9 $\frac{1}{4}$	3 $\frac{1}{16}$	.016	.0005	.150	.150	2	e	.009	2	$\frac{3}{32}$	.009
<b>FORD</b>															
Model A.....	1930-2	AA	SS	18 $\frac{7}{8}$	3 $\frac{29}{32}$	.025	.0020	.147	.137	1	$\frac{5}{32}$	.013	2	$\frac{1}{8}$	.013
Model B.....	1933	AA	SS	17 $\frac{7}{8}$	3 $\frac{29}{32}$	.025	.0020	$\frac{5}{32}$	$\frac{1}{8}$	1	$\frac{5}{32}$	.008	2	$\frac{1}{8}$	.012
V-8.....	1932-3	AA	SS	10 $\frac{1}{8}$	2 $\frac{31}{32}$	.020	.0020	$\frac{11}{64}$	$\frac{5}{32}$	1	$\frac{5}{32}$	.005	2	$\frac{3}{32}$	.010
V-8.....	1934	AA	SS	10 $\frac{1}{8}$	2 $\frac{31}{32}$	.022	.0020	$\frac{11}{64}$	$\frac{5}{32}$	1	$\frac{5}{32}$	.007	2	$\frac{3}{32}$	.012
V-8.....	1935	AA	CG	10 $\frac{1}{8}$	2 $\frac{31}{32}$	.016	.0010	.163	.156	1	$\frac{5}{32}$	.008	2	$\frac{3}{32}$	.011
V-8.....	1936	a	CG	13 $\frac{3}{4}$	2 $\frac{3}{4}$	.016	.0010	.163	.155	1	$\frac{5}{32}$	.008	2	$\frac{3}{32}$	.011
<b>FRONTENAC</b>															
Six E.....	1931	AA	IS	12	3 $\frac{15}{16}$	.006	.0025	.142	.141	1	$\frac{5}{32}$	.007	3	$\frac{1}{8}$	.007
6-70.....	1932	AA	IS	12	3 $\frac{15}{16}$	.006	.0025	.142	.141	1	$\frac{5}{32}$	.007	3	$\frac{1}{8}$	.007
6-85.....	1932	AA	IS	12	3 $\frac{15}{16}$	.030	.0025	.142	.141	2	$\frac{5}{32}$	.007	2	$\frac{1}{8}$	.007
C-400.....	1933	CI	—	28	3 $\frac{3}{4}$	.014	.0030	.188	.156	1	$\frac{3}{16}$	.010	2	$\frac{1}{8}$	.010
<b>GRAHAM</b>															
Six Std.....	1930	AA	IS	15	3 $\frac{19}{32}$	.024	.0020	.154	.135	1	$\frac{3}{16}$	.010	2	$\frac{1}{8}$	.010
Six Spec.....	1930	AA	IS	17 $\frac{1}{4}$	3 $\frac{19}{32}$	.024	.0020	.154	.135	1	$\frac{3}{16}$	.010	2	$\frac{1}{8}$	.010
Eight Std.....	1930	AA	IS	17 $\frac{1}{4}$	3 $\frac{19}{32}$	.022	.0020	.154	.135	1	$\frac{3}{16}$	.010	2	$\frac{1}{8}$	.010
Eight Spec.....	1930	AA	IS	17 $\frac{1}{4}$	3 $\frac{19}{32}$	.022	.0020	.154	.135	1	$\frac{3}{16}$	.010	2	$\frac{1}{8}$	.010
Eight Cust.....	1930	AA	IS	18	3 $\frac{15}{16}$	.030	.0030	.149	.163	1	$\frac{3}{16}$	.010	2	$\frac{1}{8}$	.010
Six Std.....	1931	AA	IS	17	3 $\frac{23}{32}$	.010	.0020	—	—	1	$\frac{3}{16}$	.007	2	$\frac{1}{8}$	.010
Six Spec.....	1931	AA	IS	17	3 $\frac{23}{32}$	.010	.0020	—	—	1	$\frac{3}{16}$	.007	2	$\frac{1}{8}$	.010
Eight Spec.....	1931	AA	IS	16	3 $\frac{19}{32}$	.010	.0020	—	—	1	$\frac{3}{16}$	.007	2	$\frac{1}{8}$	.010
Eight Cust.....	1931	AA	IS	17	3 $\frac{23}{32}$	.010	.0020	—	—	1	$\frac{3}{16}$	.007	2	$\frac{1}{8}$	.010
Six.....	1932	AA	IS	16	1 $\frac{19}{32}$	.010	.0020	—	—	1	$\frac{3}{16}$	.007	2	$\frac{1}{8}$	.010
Eight.....	1932	AA	IS	16	1 $\frac{19}{32}$	.010	.0020	—	—	1	$\frac{3}{16}$	.007	2	$\frac{1}{8}$	.010
Six Std.....	1933	AA	IS	17	3 $\frac{23}{32}$	.010	.0020	—	—	1	$\frac{3}{16}$	.007	2	$\frac{1}{8}$	.010
Eight Std.....	1933	AA	IS	16	3 $\frac{19}{32}$	.010	.0020	—	—	1	$\frac{3}{16}$	.007	2	$\frac{1}{8}$	.010
Eight Cust.....	1933	AA	IS	16	3 $\frac{19}{32}$	.010	.0020	—	—	1	$\frac{3}{16}$	.007	2	$\frac{1}{8}$	.010

(Continued on next page)

AA—Aluminum alloy

CG—Cam ground

CI—Cast iron

e—1 @  $\frac{1}{8}$ ", 1 @  $\frac{1}{16}$ "

IS—Invar struts

SA—Silicon-aluminum

SS—Split skirt

TS—T-slot

w—Aluminum alloy or light-weight cast steel



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# INSTALL PERFECT CIRCLE PISTON EXPANDERS

*in Every Aluminum Piston Job*

---

● Every time you install new rings in a motor with aluminum pistons, *always* put in a set of Perfect Circle Piston Expanders — because any set of aluminum pistons that has run long enough to need new rings *absolutely needs* these Expanders.

The same miles that wear out piston rings also wear aluminum pistons and cause them to collapse. It is necessary to restore aluminum pistons to their original fit and efficiency before *any* piston rings can deliver their maximum performance. Perfect Circle Piston Expanders eliminate piston slap and greatly increase the life of both pistons and rings.

**Perfect Circle Piston Expanders  
are now available for these cars:**

Auburn 8	Graham 6, 8
Chevrolet 4	Hudson 6, 8
Chrysler 4, 6, 8	Nash 6
DeSoto 6, 8	Packard 6, 8
Dodge 4, 6, 8	Pierce-Arrow 8
Essex 6	Plymouth 4, 6
Terraplane 6, 8	Studebaker 6, 8
Ford A, B, V-8	Whippet 4, 6



THE PERFECT CIRCLE COMPANY, LTD.  
TORONTO, CANADA

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# PERFECT CIRCLE

*Piston Expanders*

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# PISTONS — PISTON RINGS

Make and Model	Year	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
<b>GRAHAM—Continued</b>															
Six Std.	1934	AA	IS	17	$3\frac{25}{32}$	.010	.0020	.157	.157	1	$\frac{3}{16}$	.007	2	$\frac{1}{8}$	.010
Eight Std.	1934	AA	IS	16	$3\frac{19}{32}$	.010	.0020	.150	.150	1	$\frac{3}{16}$	.007	2	$\frac{1}{8}$	.010
Eight Cust.	1934	AA	IS	17	$3\frac{25}{32}$	.010	.0020	.157	.157	1	$\frac{3}{16}$	.007	2	$\frac{1}{8}$	.010
Six	1935	AA	IS	14	$3\frac{11}{64}$	.025	.0020	.128	.130	1	$\frac{3}{16}$	.005	2	$\frac{1}{8}$	.005
Six Spec.	1935	AA	IS	17	$3\frac{25}{32}$	.020	.0020	.157	.150	1	$\frac{3}{16}$	.007	2	$\frac{1}{8}$	.010
Eight	1935	AA	IS	16	$3\frac{19}{32}$	.025	.0020	.149	.138	1	$\frac{3}{16}$	.007	2	$\frac{1}{8}$	.010
Eight Super C.	1935	AA	IS	17	$3\frac{25}{32}$	.025	.0020	.157	.151	1	$\frac{3}{16}$	.007	2	$\frac{1}{8}$	.010
6-80 Crusader	1936	AA	IS	14	$3\frac{11}{64}$	.026	.0020	.138	.149	1	$\frac{3}{16}$	.008	2	$\frac{1}{8}$	.008
6-90 Cavalier	1936	AA	IS	—	$3\frac{11}{64}$	.021	.0020	.157	.151	1	$\frac{3}{16}$	.008	2	$\frac{1}{8}$	.008
6-110 Super C.	1936	AA	IS	—	$3\frac{11}{64}$	.021	.0020	.157	.151	1	$\frac{3}{16}$	.008	2	$\frac{1}{8}$	.008
<b>HUDSON</b>															
Great 8	1930	AA	TS	8	$3\frac{1}{16}$	.012	.0010	$\frac{5}{32}$	$\frac{5}{32}$	2	$\frac{1}{8}$	.006	2	$\frac{1}{8}$	.006
Fight	1931	AA	SS	9	$3\frac{1}{16}$	.002	.0010	$\frac{5}{32}$	$\frac{5}{32}$	2	e	.007	2	$\frac{3}{32}$	.007
Eight	1932	SA	TS	$9\frac{3}{4}$	$\frac{3}{16}$	.012	.0005	$\frac{5}{32}$	$\frac{5}{32}$	2	e	.009	2	$\frac{3}{32}$	.009
Super 6	1933	AA	TS	$9\frac{1}{4}$	$\frac{3}{16}$	.016	.0005	.150	.150	2	e	.009	2	$\frac{3}{32}$	.009
Eight	1933	AA	TS	$9\frac{3}{4}$	$\frac{3}{16}$	.016	.0005	.150	.150	2	e	.009	2	$\frac{3}{32}$	.009
Eight	1934	AA	TS	$9\frac{3}{4}$	$\frac{3}{16}$	.016	.0005	.156	.156	2	e	.006	2	$\frac{3}{32}$	.006
Big Six	1935	AA	TS	$10\frac{7}{8}$	$\frac{3}{16}$	.016	.0010	.187	.093	2	$\frac{3}{16}$	.006	2	$\frac{3}{32}$	.006
Eight	1935	AA	TS	$10\frac{7}{8}$	$\frac{3}{16}$	.016	.0010	.187	.093	2	$\frac{3}{16}$	.006	2	$\frac{3}{32}$	.006
Six	1936	AA	CG	$10\frac{1}{2}$	$\frac{3}{16}$	.016	.0010	.156	.156	2	$\frac{3}{16}$	.009	2	$\frac{3}{32}$	.009
Eight	1936	AA	CG	$10\frac{1}{2}$	$\frac{3}{16}$	.016	.0010	.156	.156	2	$\frac{3}{16}$	.009	2	$\frac{3}{32}$	.009
<b>HUPMOBILE</b>															
Six S.	1930	CI	—	—	—	—	.0025	—	—	1	$\frac{3}{16}$	.010	2	$\frac{1}{8}$	.007
Eight C.	1930	CI	—	—	—	.012	.0030	—	—	1	$\frac{3}{16}$	.010	2	$\frac{1}{8}$	.007
Eight H.	1930	AA	SS	—	—	.012	.0035	—	—	1	$\frac{3}{16}$	.007	4	$\frac{1}{8}$	.005
Six Century	1931	AA	IS	—	—	—	—	—	—	2	$\frac{1}{8}$	.010	2	$\frac{1}{8}$	.007
Eight Century	1931	AA	—	—	—	—	—	—	—	1	$\frac{1}{8}$	.010	2	$\frac{3}{64}$	.007
Eight C.	1931	CI	—	—	—	.005	.0030	.141	.141	1	$\frac{3}{16}$	.010	2	$\frac{3}{64}$	.007
Eight H.	1931	AA	SS	—	—	.012	.0030	.160	.160	1	$\frac{1}{8}$	.010	4	$\frac{3}{64}$	.007
Eight U.	1931	AA	SS	—	—	.012	.0030	.160	.160	1	$\frac{1}{8}$	.010	4	$\frac{3}{64}$	.007
Six 214	1932	AA	IS	—	—	—	—	—	—	2	$\frac{1}{8}$	.010	2	$\frac{1}{8}$	.007
Six 216	1932	AA	IS	—	—	—	—	—	—	2	$\frac{1}{8}$	.010	2	$\frac{1}{8}$	.007
Eight 218	1932	AA	—	—	—	—	—	—	—	1	$\frac{1}{8}$	.010	2	$\frac{3}{64}$	.007
Eight 221	1932	CI	—	—	—	.005	.0030	.141	.141	1	$\frac{3}{16}$	.010	2	$\frac{3}{64}$	.007
Eight 222	1932	AA	SS	—	—	.010	.0030	.136	.136	2	b	.007	2	$\frac{3}{64}$	.005
Eight 225	1932	AA	SS	—	—	.012	.0030	.160	.160	1	$\frac{1}{8}$	.010	4	$\frac{3}{64}$	.007
Eight 226	1932	AA	SS	—	—	—	—	—	—	2	b	.007	2	$\frac{3}{64}$	.005
Eight 237	1932	AA	SS	—	—	.012	.0030	.160	.160	1	$\frac{1}{8}$	.010	4	$\frac{3}{64}$	.007
Six 321	1933	AA	IS	—	—	.025	.0020	.174	.159	2	$\frac{1}{8}$	.007	2	$\frac{1}{8}$	.007
Eight 322	1933	AA	SS	—	—	.023	.0020	—	—	2	$\frac{1}{8}$	.007	3	a	.007
Eight 326	1933	AA	SS	—	—	.024	.0020	.161	.146	2	$\frac{1}{8}$	.007	3	a	.007

(Continued on next page)

a—2 @  $\frac{3}{64}$ " , 1 @  $\frac{1}{8}$ "  
e—1 @  $\frac{1}{8}$ " , 1 @  $\frac{3}{16}$ "

AA—Aluminum alloy

IS—Invar struts

TS—T-slot

CI—Cast iron

SA—Silicon-aluminum

CG—Cam ground

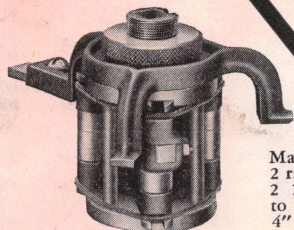
SS—Split skirt



# HALL CYLINDER RECONDITIONING EQUIPMENT

## Fastest, Finest Finish and Widest Range Hone Made

### HALL RING RIDGE REAMER

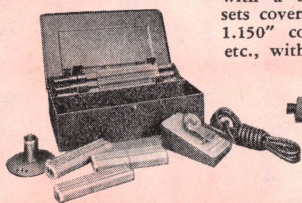


Made in  
2 ranges:  
2 11/16"  
to 4" and  
4" to 5"

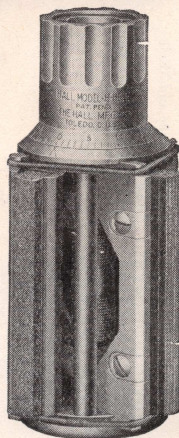
Every ring and rod job demands ring ridge removal. This is the tool you need. The HALL Ring Ridge Reamer removes ridges of variable depths in a few seconds. Automatically stops cutting when ridge is removed flush with cylinder wall. No shop should do without this low-cost tool.

### HALL PISTON PIN HOLE HONE

Makes any mechanic an expert pin fitter. These low-cost, micrometer adjustment tools can be used in place of reamers or holes can be rough reamed with any old reamer and honed to the desired size with a beautiful run-in finish. Sold in 3-tool sets covering ranges of .484" to .750" and .740" to 1.150" complete in metal box with extra abrasives, etc., with or without foot switch.

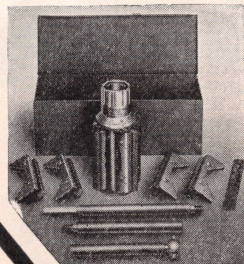


Heavy Duty Pin Hones  
are made in range of 1 1/8" to 1 3/8".



Why Pay More for Less?

**\$ 54**



*complete  
as  
shown*

Ask Your Jobber or Write Us for Information  
**HALL GEAR & MACHINE CO., LTD.** 37 Grosvenor St.  
Toronto, Ont.



# PISTONS — PISTON RINGS

Make and Model	Year	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
<b>HUPMOBILE—Continued</b>															
Six 417.....	1934	AA	IS	—	—	.020	.0025	.151	.151	2	$\frac{5}{32}$	.007	2	$\frac{1}{8}$	.007
Six 421-421A.....	1934	AA	IS	—	—	.025	.0020	.174	.159	2	$\frac{1}{8}$	.007	2	$\frac{1}{8}$	.007
Six 421J.....	1934	AA	IS	—	—	.020	.0025	.159	.159	2	$\frac{5}{32}$	.007	2	$\frac{1}{8}$	.007
Eight 422.....	1934	AA	SS	—	—	.023	.0020	.155	.140	2	$\frac{1}{8}$	.007	3	a	.007
Eight 426.....	1934	AA	SS	—	—	.024	.0020	.161	.146	2	$\frac{1}{8}$	.007	3	a	.007
Eight 427.....	1934	AA	SS	—	—	.020	.0025	—	—	2	$\frac{5}{32}$	.007	2	$\frac{1}{8}$	.007
Six 517.....	1935	AA	IS	21 $\frac{3}{4}$	4 $\frac{3}{32}$	.020	.0025	.151	.151	2	$\frac{5}{32}$	.007	2	$\frac{1}{8}$	.007
Six 518.....	1935	AA	IS	21 $\frac{3}{4}$	4 $\frac{3}{32}$	.020	.0025	.151	.151	2	$\frac{5}{32}$	.007	2	$\frac{1}{8}$	.007
Eight 521-0.....	1935	AA	IS	18 $\frac{3}{8}$	3 $\frac{7}{8}$	.020	.0025	.147	.147	2	$\frac{5}{32}$	.007	2	$\frac{1}{8}$	.007
Eight 527.....	1935	AA	IS	18 $\frac{3}{8}$	3 $\frac{7}{8}$	.020	.0025	.147	.147	2	$\frac{5}{32}$	.007	2	$\frac{1}{8}$	.007
Six 618-G.....	1936	AA	IS	21 $\frac{3}{4}$	4 $\frac{3}{32}$	.020	.0025	.151	.151	2	$\frac{5}{32}$	.007	2	$\frac{1}{8}$	.007
Eight 621-N.....	1936	AA	IS	18 $\frac{3}{8}$	3 $\frac{7}{8}$	.020	.0025	.143	.143	2	$\frac{5}{32}$	.007	2	$\frac{1}{8}$	.007
<b>LAFAYETTE</b>															
Six.....	1934	AA	IS	17 $\frac{3}{4}$	3 $\frac{7}{8}$	.002	.0020	—	—	2	e	.007	2	$\frac{1}{8}$	.007
Six 3510.....	1935	AA	IS	17 $\frac{3}{4}$	3 $\frac{7}{8}$	.019	.0010	.167	.187	2	e	.007	2	$\frac{1}{8}$	.007
Six 3610.....	1936	AA	IS	17 $\frac{3}{4}$	3 $\frac{7}{8}$	.019	.0010	.157	.141	2	e	.007	2	$\frac{1}{8}$	.007
<b>LA SALLE</b>															
V-8 340.....	1930	NC	LW	24	3 $\frac{3}{64}$	.026	.0030	.151	.148	1	$\frac{3}{16}$	.008	3	$\frac{1}{32}$	.008
V-8 345.....	1931	NC	LW	24	3 $\frac{3}{64}$	.017	.0030	.148	.145	1	$\frac{3}{16}$	.008	3	h	.008
V-8 345B.....	1932	MC	LW	23 $\frac{3}{4}$	3 $\frac{1}{32}$	.016	.0020	.148	.148	2	f	.008	2	e	.008
V-8 345C.....	1933	MC	TP	23 $\frac{3}{4}$	3 $\frac{1}{32}$	.014	.0020	.144	.144	2	f	.003	3	g	.005
Eight 350.....	1934	AA	TS	11 $\frac{7}{8}$	3 $\frac{1}{16}$	.015	.0018	—	—	2	j	.007	3	$\frac{3}{32}$	.007
Eight 35-50.....	1935	AA	TS	11 $\frac{7}{8}$	3 $\frac{1}{16}$	.016	.0018	.142	.139	2	j	.007	2	$\frac{1}{8}$	.007
Eight 36-50.....	1936	AA	TA	12 $\frac{1}{8}$	3 $\frac{1}{16}$	.015	.0011	.130	.135	2	j	.007	2	$\frac{1}{8}$	.007
<b>MARQUETTE</b>															
Six 6-30.....	1930	CI	—	25 $\frac{1}{2}$	3 $\frac{1}{16}$	.002	.0025	.143	.123	1	$\frac{3}{16}$	.010	2	$\frac{1}{8}$	.010
a—2 @ $\frac{3}{64}$ "', 1 @ $\frac{1}{8}$ "' e—1 @ $\frac{1}{8}$ "', 1 @ $\frac{3}{16}$ "' IS—Invar struts MC—Molybdenum cast iron TA—T-slot, anodized finish AA—Aluminum Alloy f—1 @ $\frac{3}{16}$ "', 1 @ $\frac{5}{32}$ "' j—1 @ $\frac{5}{32}$ "', 1 @ $\frac{1}{8}$ "' NC—Nickel cast iron TP—Tin plated b—1 @ $\frac{1}{8}$ "', 1 @ $\frac{5}{32}$ "' g—1 @ $\frac{1}{8}$ "', 2 @ $\frac{3}{32}$ "' h—1 @ $\frac{3}{16}$ "', 2 @ $\frac{1}{8}$ "' LW—Light weight SS—Split skirt TS—T-slot															



# SEALED

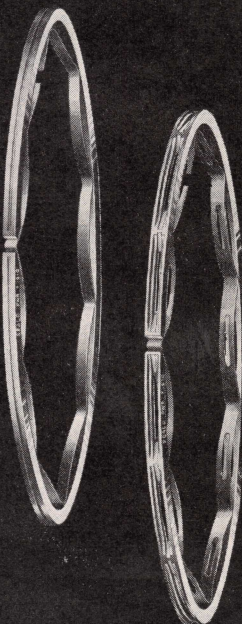
*The line that's  
going to town*

Send for this 60" x 40"  
Giant Poster for your  
Wall or Window

Since Sta-Tite Monitor-Notch piston rings were introduced, unit sales have doubled and tripled — an increase of more than 653% in two short years. All down the line Sealed Power sales are increasing to all time highs — The Sealed Power complete line of co-ordinated parts is "the line that's going to town" BECAUSE it has EVERYTHING — Sound engineering (not too revolutionary), a complete and co-ordinated service (one source of supply) and national advertising with trade and public acceptance (more advertisements are being published by Sealed Power than any other ring manufacturer).

The name SEALED POWER can mean more to the service shop than any other one asset — When you say "Sealed Power" the job is half sold.

Today's most popular AND DEPENDABLE repowering job is based upon the sale and installation of Sta-Tite Monitor-Rings and their companion product, the Sealed Power adjustable piston expander. Here is the last word in ease of installation and adaptability to the job — the ideal in performance and customer satisfaction.





# POWER

*...didn't know it was in er!*

Most expensive repairs are due to neglect of minor repairs when you trouble first begins. Perhaps you think you can't afford to have your car repaired. A SEALED POWER DIAGNOSIS may prove that it will save you money. It will reveal whether a complete motor check-up is desirable.

A complete motor check-up at a very small cost will tell you what your car needs and how much it will cost. It is the only right way to find out.

Our success depends on the good service we give you. Let us check your car today and put you on our list for a regular check-up every five thousand miles.

ASK FOR THE SEALED POWER BOOKLET... "How to cut the cost of re-powering my car"

**SEALED POWER STA-TITE RINGS-The Economy Installation Engineered Especially for WORN MOTORS**

*All cars with torpid livers need*

**SEALED POWER PISTON RINGS**

SEALED POWER MOTOR PARTS

The wall or window poster illustrated above measures 60" x 40" and represents the maximum in attention value and selling "copy."

The Sealed Power advertising department is constantly developing new sales aids for the repair and service shop. Complete newspaper advertisements, illustrations of parts and novelty cuts of every description are available in either mat or electrotpe form.

The Sealed Power co-operative merchandising service includes an ever changing parade of giant posters, window displays, replacement engineer's charts, post cards, etc.

**SEND TODAY FOR THE POSTER ILLUSTRATED ABOVE. IT'S FREE.**

## PISTONS



The longest and strongest line of cast iron and aluminum alloy pistons. This includes the longest replacement line of genuine Lo-Ex\* and Lo-Ex Ebonite\* (Alumilite).

## PISTON PINS

Sealed Power double lapped piston pins are incomparable for accuracy, parallelism of diameter, quality of steel, depth and uniformity of case, fineness of finish, etc.



## VALVES

Every Sealed Power-Detroit Motor Valve is equal to or better, in both material and design, than the original equipment it replaces.



## CYLINDER SLEEVES

Sealed Power Spun-Iron Cylinder Sleeves, both wet and dry types, are the universal choice of repairmen and manufacturers everywhere. Spun Iron has far greater wear resisting qualities than original cylinder blocs or any sund cast sleeve.



## EXPANDERS



The Sealed Power piston skirt expander has spring tension, yet is entirely adjustable to compensate for variations in piston and cylinder wall wear.

Sealed Power motor parts are engineered AT THE FACTORY to work together as a co-ordinated unit. They are available in matched units and in package form for most popular re-powering jobs.

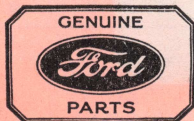
**SEALED POWER CORPORATION**  
**MUSKEGON - - - MICHIGAN**

★ Lo-Ex is a trademark registered for pistons, cast, and alloys produced exclusively by Aluminum Company of America.

★ Ebonite is a trademark registered by Sealed Power Corporation for finished pistons treated under the Aluminum Company's patents.



where **ONLY**  
**GENUINE FORD PISTONS, PINS**  
 and **RINGS** will do!



Your Ford customers are entitled to the satisfaction they can only get with Genuine Ford Parts. When a Ford comes in for a piston replacement job—say goodbye to guesswork! Install Genuine Ford Pistons and give the owner pistons manufactured to closer tolerances than any others made for Fords. There's no distinction between Ford production and service parts. Ford has one standard of precision and material. Ford Piston Pin diameters, for instance, are held to limits of .0003 inch, and Ford Piston Rings measure within one-half a thousandth of an inch of absolute accuracy. Genuine Ford Parts are profitable, too; so why not stock them.

**FORD MOTOR COMPANY OF CANADA, LIMITED**

Windsor

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**Piston  
Assembly**



- MOTORCO "SERVICE" PISTON RINGS.
- MOTORCO PERFECT CIRCLE PISTON RINGS.
- GM GASKETS—*Cylinder Head; Manifold; Oil Pan; etc.*
- PISTONS, PISTON PINS, PISTON PIN BUSHINGS.

**GENERAL MOTORS**

*Products of Canada Limited*

Parts Depots Located at: Vancouver Calgary Regina Winnipeg Oshawa Montreal Moncton



# PISTONS — PISTON RINGS

Make and Model	Year	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
<b>McLAUGHLIN-BUICK</b>															
Six 40.....	1930	CI	—	25 <sup>1</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>32</sub>	—	.0020	.157	.149	1	<sup>3</sup> / <sub>16</sub>	.010	2	<sup>1</sup> / <sub>8</sub>	.010
Six 50.....	1930	CI	—	29 <sup>1</sup> / <sub>4</sub>	4 <sup>5</sup> / <sub>64</sub>	—	.0020	.177	.164	1	<sup>3</sup> / <sub>16</sub>	.010	2	<sup>1</sup> / <sub>8</sub>	.010
Six 60.....	1930	CI	—	29 <sup>1</sup> / <sub>4</sub>	4 <sup>5</sup> / <sub>64</sub>	—	.0020	.177	.164	1	<sup>3</sup> / <sub>16</sub>	.010	2	<sup>1</sup> / <sub>8</sub>	.010
Eight 50.....	1931	CI	—	21	3 <sup>1</sup> / <sub>2</sub>	.008	.0015	.146	.142	1	<sup>1</sup> / <sub>16</sub>	.007	2	<sup>1</sup> / <sub>8</sub>	.010
Eight 60.....	1931	CI	—	24	3 <sup>1</sup> / <sub>16</sub>	.008	.0018	.169	.150	1	<sup>1</sup> / <sub>16</sub>	.007	2	<sup>1</sup> / <sub>8</sub>	.010
Eight 80-90.....	1931	CI	—	26	3 <sup>1</sup> / <sub>32</sub>	.008	.0020	.179	.150	1	<sup>1</sup> / <sub>16</sub>	.007	2	<sup>1</sup> / <sub>8</sub>	.010
Eight 50.....	1932	CI	—	22 <sup>1</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>2</sub>	.008	.0015	.132	.147	1	<sup>1</sup> / <sub>16</sub>	.007	2	<sup>1</sup> / <sub>8</sub>	.010
Eight 60.....	1932	CI	—	23	3 <sup>1</sup> / <sub>16</sub>	.008	.0018	.185	.163	1	<sup>1</sup> / <sub>16</sub>	.007	2	<sup>1</sup> / <sub>8</sub>	.010
Eight 80-90.....	1932	CI	—	26 <sup>1</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>32</sub>	.008	.0020	.192	.163	1	<sup>1</sup> / <sub>16</sub>	.007	2	<sup>1</sup> / <sub>8</sub>	.010
Eight 50.....	1933	CI	EP	25	3 <sup>1</sup> / <sub>2</sub>	.008	.0015	.162	.142	2	<sup>5</sup> / <sub>32</sub>	.010	2	<sup>1</sup> / <sub>8</sub>	.010
Eight 60.....	1933	CI	EP	26 <sup>3</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>16</sub>	.008	.0018	.167	.147	2	<sup>5</sup> / <sub>32</sub>	.010	2	<sup>1</sup> / <sub>8</sub>	.010
Eight 80-90.....	1933	CI	EP	30 <sup>5</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>32</sub>	.008	.0020	.178	.158	2	<sup>5</sup> / <sub>32</sub>	.007	2	<sup>1</sup> / <sub>8</sub>	.010
Eight 40.....	1934	CI	EP	26	3 <sup>1</sup> / <sub>16</sub>	.008	.0020	.174	.152	2	<sup>5</sup> / <sub>32</sub>	.010	2	<sup>1</sup> / <sub>8</sub>	.010
Eight 50.....	1934	CI	EP	25	3 <sup>1</sup> / <sub>2</sub>	.008	.0017	.162	.147	2	<sup>5</sup> / <sub>32</sub>	.010	2	<sup>1</sup> / <sub>8</sub>	.010
Eight 60.....	1934	CI	EP	26 <sup>3</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>16</sub>	.008	.0020	.167	.152	2	<sup>5</sup> / <sub>32</sub>	.010	2	<sup>1</sup> / <sub>8</sub>	.010
Eight 90.....	1934	CI	EP	30 <sup>5</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>32</sub>	.009	.0020	.177	.157	2	<sup>5</sup> / <sub>32</sub>	.010	2	<sup>1</sup> / <sub>8</sub>	.010
Eight 44.....	1935	CI	EP	26	3 <sup>1</sup> / <sub>16</sub>	.008	.0020	.174	.152	2	<sup>5</sup> / <sub>32</sub>	.010	2	<sup>1</sup> / <sub>8</sub>	.010
Eight 45.....	1935	CI	EP	25	3 <sup>1</sup> / <sub>2</sub>	.008	.0017	.162	.147	2	<sup>5</sup> / <sub>32</sub>	.010	2	<sup>1</sup> / <sub>8</sub>	.010
Eight 46.....	1935	CI	EP	26 <sup>3</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>16</sub>	.008	.0020	.167	.152	2	<sup>5</sup> / <sub>32</sub>	.010	2	<sup>1</sup> / <sub>8</sub>	.010
Eight 49.....	1935	CI	EP	30 <sup>5</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>32</sub>	.009	.0020	.177	.157	2	<sup>5</sup> / <sub>32</sub>	.010	2	<sup>1</sup> / <sub>8</sub>	.010
Eight 44.....	1936	AA	CA	13 <sup>3</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>16</sub>	.017	.0015	.164	.152	2	<sup>5</sup> / <sub>32</sub>	.010	2	<sup>1</sup> / <sub>8</sub>	.010
Eight 46.....	1936	AA	CA	18 <sup>1</sup> / <sub>4</sub>	4 <sup>5</sup> / <sub>32</sub>	.020	.0017	.173	.166	2	<sup>5</sup> / <sub>32</sub>	.010	2	<sup>1</sup> / <sub>8</sub>	.010
Eight 48.....	1936	AA	CA	18 <sup>1</sup> / <sub>4</sub>	4 <sup>5</sup> / <sub>32</sub>	.020	.0017	.173	.166	2	<sup>5</sup> / <sub>32</sub>	.010	2	<sup>1</sup> / <sub>8</sub>	.010
Eight 49.....	1936	AA	CA	18 <sup>1</sup> / <sub>4</sub>	4 <sup>5</sup> / <sub>32</sub>	.020	.0017	.173	.166	2	<sup>5</sup> / <sub>32</sub>	.010	2	<sup>1</sup> / <sub>8</sub>	.010
<b>NASH</b>															
6 Single 450.....	1930	AA	IS	15 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>16</sub>	.018	.0015	.156	.144	2	e	.026	2	<sup>1</sup> / <sub>8</sub>	.026
6 Twin-Ign. 480.....	1930	AA	IS	—	3 <sup>7</sup> / <sub>8</sub>	.021	.0020	—	—	2	e	.020	2	<sup>1</sup> / <sub>8</sub>	.020
8 Twin-Ign. 490.....	1930	AA	IS	17 <sup>1</sup> / <sub>2</sub>	3 <sup>7</sup> / <sub>8</sub>	.021	.0020	—	—	2	e	.011	2	<sup>1</sup> / <sub>8</sub>	.020
6-60.....	1931	AA	IS	15 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>16</sub>	.018	.0015	.156	.144	2	e	.026	2	<sup>1</sup> / <sub>8</sub>	.026
8-70.....	1931	AA	IS	14	3 <sup>7</sup> / <sub>16</sub>	.015	.0015	.159	.133	2	f	.026	2	<sup>1</sup> / <sub>8</sub>	.026
8-80 Twin-Ign.....	1931	AA	IS	14 <sup>1</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>16</sub>	.017	.0015	.161	.136	2	e	.010	2	<sup>1</sup> / <sub>8</sub>	.015
8-90 Twin-Ign.....	1931	AA	IS	17 <sup>1</sup> / <sub>2</sub>	3 <sup>7</sup> / <sub>8</sub>	.021	.0020	.143	.143	2	e	.011	2	<sup>1</sup> / <sub>8</sub>	.020
6-960.....	1932	AA	IS	15 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>16</sub>	.018	.0015	.156	.144	2	e	.025	2	<sup>1</sup> / <sub>8</sub>	.023
6 Big 1060.....	1932	AA	IS	—	—	.020	.0015	—	—	2	e	.026	2	<sup>1</sup> / <sub>8</sub>	.026
8 970.....	1932	AA	IS	14	3 <sup>7</sup> / <sub>16</sub>	.015	.0010	.159	.133	2	f	.026	2	<sup>1</sup> / <sub>8</sub>	.026
8 Std. 1070.....	1932	AA	IS	14	—	.018	.0015	—	—	2	e	.026	2	<sup>1</sup> / <sub>8</sub>	.026
8 Twin-Ign. 980.....	1932	AA	IS	14 <sup>1</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>16</sub>	.017	.0015	.163	.136	2	e	.010	2	<sup>1</sup> / <sub>8</sub>	.015
8 Twin-Ign. 990.....	1932	AA	IS	17 <sup>1</sup> / <sub>2</sub>	3 <sup>7</sup> / <sub>8</sub>	.021	.0020	.143	.143	2	e	.011	2	<sup>1</sup> / <sub>8</sub>	.020
8 Spec. 1080.....	1932	AA	IS	16	—	.022	.0020	—	—	2	e	.014	2	<sup>1</sup> / <sub>8</sub>	.014
8 Adv. 1090.....	1932	AA	IS	19	—	.022	.0020	—	—	2	e	.014	2	<sup>1</sup> / <sub>8</sub>	.014
8 Amb. 1090.....	1932	AA	IS	19	—	.022	.0020	—	—	2	e	.014	2	<sup>1</sup> / <sub>8</sub>	.014

(Continued on next page)

AA—Aluminum alloy  
EP—Electro plated

CA—Cam ground anodized finished  
f—1 @ <sup>3</sup>/<sub>16</sub>" , 1 @ <sup>5</sup>/<sub>32</sub>"

CI—Cast iron  
IS—Invar struts

e—1 @ <sup>1</sup>/<sub>8</sub>" , 1 @ <sup>3</sup>/<sub>16</sub>"





Piston Ring claims  
are like street cars...  
there's another along  
every minute... *but*  
**I'll stay right with**  
**Flexible POWER**

And you will, too—after you've  
experienced results like this: A  
set of Flexible Power Rings was

installed in a 1933 V-8 Ford that  
had been using a quart of oil  
every 100 miles. After the Flexible  
Power installation, the car was  
driven *1979 miles with an oil*  
*consumption of only two*  
*quarts!* Why don't you give  
your customers service like this?  
Ask your jobber or write—  
American Hammered Piston  
Ring Co., Division of The  
Bartlett Hayward Company,  
Baltimore, Maryland, U. S. A.

# American Hammered Piston Rings

★ THE CHOICE OF THOSE TO WHOM TRANSPORTATION IS A BUSINESS ★



# PISTONS — PISTON RINGS

Make and Model	Year	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
<b>NASH—Continued</b>															
6 Big 1120.....	1933	AA	IS	17 $\frac{3}{4}$	—	.018	.0020	—	—	2	a	.007	2	1 $\frac{1}{8}$	.007
8 Std. 1130.....	1933	AA	IS	14 $\frac{1}{4}$	—	.018	.0015	—	—	2	a	.026	2	1 $\frac{1}{8}$	.026
8 Spec. 1170.....	1933	AA	IS	14 $\frac{1}{4}$	—	.018	.0015	—	—	2	a	.026	2	1 $\frac{1}{8}$	.026
8 Adv. 1180.....	1933	AA	IS	16	—	.022	.0020	—	—	2	a	.014	2	1 $\frac{1}{8}$	.014
8 Amb. 1190.....	1933	AA	IS	19	—	.022	.0020	—	—	2	a	.014	2	1 $\frac{1}{8}$	.014
6 Big 1220.....	1934	AA	IS	19 $\frac{1}{8}$	3 $\frac{7}{8}$	.022	.0020	—	—	2	a	.014	2	1 $\frac{1}{8}$	.014
8 Adv. 1280.....	1934	AA	IS	16	3 $\frac{11}{16}$	.022	.0020	—	—	2	e	.014	2	1 $\frac{1}{8}$	.014
8 Amb. 1290.....	1934	AA	IS	19 $\frac{1}{8}$	3 $\frac{7}{8}$	.022	.0020	—	—	2	e	.014	2	1 $\frac{1}{8}$	.014
6 Adv. 3520.....	1935	AA	IS	19 $\frac{1}{8}$	3 $\frac{7}{8}$	.022	.0025	.168	.188	2	e	.014	2	1 $\frac{1}{8}$	.014
8 Adv. 3580.....	1935	AA	IS	16	3 $\frac{11}{16}$	.022	.0020	.162	.188	2	e	.014	2	1 $\frac{1}{8}$	.014
8 Amb. 3588.....	1935	AA	IS	16	3 $\frac{11}{16}$	.022	.0020	.162	.188	2	e	.014	2	1 $\frac{1}{8}$	.014
6-400.....	1936	AA	SS	19 $\frac{1}{8}$	3 $\frac{7}{8}$	.022	.0025	.167	.167	2	e	.008	2	1 $\frac{1}{8}$	.010
6 Amb.....	1936	AA	IS	19 $\frac{1}{8}$	3 $\frac{7}{8}$	.022	.0025	.186	.166	2	e	.008	2	1 $\frac{1}{8}$	.010
8 Super Amb.....	1936	AA	IS	16	3 $\frac{11}{16}$	.022	.0025	.188	.168	2	e	.015	2	1 $\frac{1}{8}$	.015
<b>OAKLAND</b>															
Eight 101-8.....	1930	CI	—	30 $\frac{3}{4}$	3 $\frac{3}{4}$	.003	.0030	.154	.154	1	3 $\frac{1}{16}$	.012	3	1 $\frac{1}{8}$	.012
Eight.....	1931	CI	—	30 $\frac{3}{4}$	3 $\frac{3}{4}$	.003	.0030	.154	.154	1	3 $\frac{1}{16}$	.012	3	1 $\frac{1}{8}$	.012
<b>OLDSMOBILE</b>															
Six F-30.....	1930	CI	—	—	3 $\frac{7}{8}$	.022	.0025	.156	.156	1	2 $\frac{1}{16}$	.003	2	1 $\frac{1}{8}$	.005
Six F-31.....	1931	CI	—	—	3 $\frac{3}{4}$	.011	.0010	.156	.156	1	2 $\frac{1}{16}$	.003	2	1 $\frac{1}{8}$	.005
Six F-32.....	1932	CI	—	34	3 $\frac{7}{8}$	.009	.0010	.170	.155	1	2 $\frac{1}{16}$	.005	2	1 $\frac{1}{8}$	.005
Eight L-32.....	1932	CI	—	30	3 $\frac{11}{16}$	.008	.0010	.120	.155	2	e	.005	2	1 $\frac{1}{8}$	.005
Six F-33.....	1933	CI	TP	—	3 $\frac{7}{8}$	.009	.0015	.190	.170	1	2 $\frac{1}{16}$	.007	2	1 $\frac{1}{8}$	.007
Eight L-33.....	1933	CI	TP	—	3 $\frac{11}{16}$	.008	.0015	.170	.155	2	e	.007	2	1 $\frac{1}{8}$	.007
Six F-34.....	1934	CI	TP	28	3 $\frac{7}{8}$	.009	.0015	.183	.163	1	2 $\frac{1}{16}$	.009	2	1 $\frac{1}{8}$	.009
Eight L-34.....	1934	CI	TP	24 $\frac{1}{2}$	3 $\frac{11}{16}$	.008	.0015	.170	.155	2	e	.007	2	1 $\frac{1}{8}$	.007
Six F-35.....	1935	CI	EP	27	3 $\frac{15}{16}$	.027	.0013	.171	.156	2	2 $\frac{1}{16}$	.007	2	1 $\frac{1}{8}$	.007
Eight L-35.....	1935	CI	EP	24 $\frac{1}{2}$	3 $\frac{3}{4}$	.125	.0013	.156	.140	2	e	.007	2	1 $\frac{1}{8}$	.007
Six F-36.....	1936	AA	An	16	3 $\frac{15}{16}$	.026	.0013	.172	.156	2	2 $\frac{1}{16}$	.007	2	1 $\frac{1}{8}$	.007
Eight L-36.....	1936	AA	An	12.7	3 $\frac{3}{4}$	.026	.0013	.156	.141	2	2 $\frac{1}{16}$	.007	2	1 $\frac{1}{8}$	.007
<b>PACKARD</b>															
8 726, 733, 734.....	1930	AA	IS	—	—	.015	.0015	.145	.145	1	1 $\frac{1}{8}$	.010	3	1 $\frac{1}{8}$	.010
8 Cust. 740, 745.....	1930	AA	IS	—	—	.015	.0015	.145	.145	1	1 $\frac{1}{8}$	.010	3	1 $\frac{1}{8}$	.010
8 Std. 826-833.....	1931	AA	IS	—	—	.015	.0015	.145	.145	1	1 $\frac{1}{8}$	.010	3	1 $\frac{1}{8}$	.010
8 DeL. 840-845.....	1931	AA	IS	—	—	.015	.0015	.145	.145	1	1 $\frac{1}{8}$	.010	3	1 $\frac{1}{8}$	.010
8 Std. 901-902.....	1932	AA	IS	—	—	.015	.0015	.158	.158	1	1 $\frac{1}{8}$	.007	3	1 $\frac{1}{8}$	.007
8 DeL. 903-904.....	1932	AA	IS	—	—	.015	.0015	.158	.158	1	1 $\frac{1}{8}$	.007	3	1 $\frac{1}{8}$	.007
Eight.....	1933-4	AA	IS	—	—	.015	.0015	.157	.157	1	1 $\frac{1}{8}$	.007	3	1 $\frac{1}{8}$	.007
Super Eight.....	1933-4	AA	IS	—	—	.015	.0015	.158	.158	1	1 $\frac{1}{8}$	.007	3	1 $\frac{1}{8}$	.007
Twelve.....	1933-4	AA	IS	—	—	.015	.0015	.158	.158	1	1 $\frac{1}{8}$	.007	3	1 $\frac{1}{8}$	.007
8-120.....	1935-6	AA	IS	23	—	—	.0015	.157	.157	1	1 $\frac{1}{8}$	.007	3	1 $\frac{1}{8}$	.007
Eight.....	1935-6	AA	IS	18 $\frac{3}{4}$	—	—	.0015	.157	.157	1	1 $\frac{1}{8}$	.007	3	1 $\frac{1}{8}$	.007
Super Eight.....	1935-6	AA	IS	21 $\frac{7}{8}$	—	—	.0015	.158	.158	1	1 $\frac{1}{8}$	.007	3	1 $\frac{1}{8}$	.007
Twelve.....	1935-6	AA	IS	21 $\frac{3}{4}$	—	—	.0015	.158	.158	1	1 $\frac{1}{8}$	.007	3	1 $\frac{1}{8}$	.007

AA—Aluminum alloy  
EP—Electro plated

An—Anodized finish  
SS—Split skirt

CI—Cast iron  
TP—Tin plated

e—1 @ 3 $\frac{1}{8}$ ", 1 @ 3 $\frac{1}{16}$ "



# SUNNEN RECONDITIONING

Uses the original bore for alignment. Contrary to some belief, cylinders do not wear out of line and using the manufacturers bore is the only safe, accurate method for cylinder reconditioning.

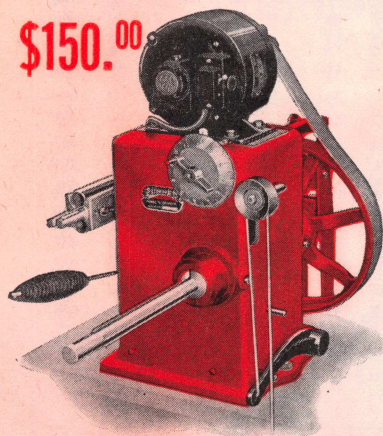
Produces finish demanded by car and ring manufacturers.

No mess - - no studs to remove - - no thin walls.

Does job in chassis in one to two hours.

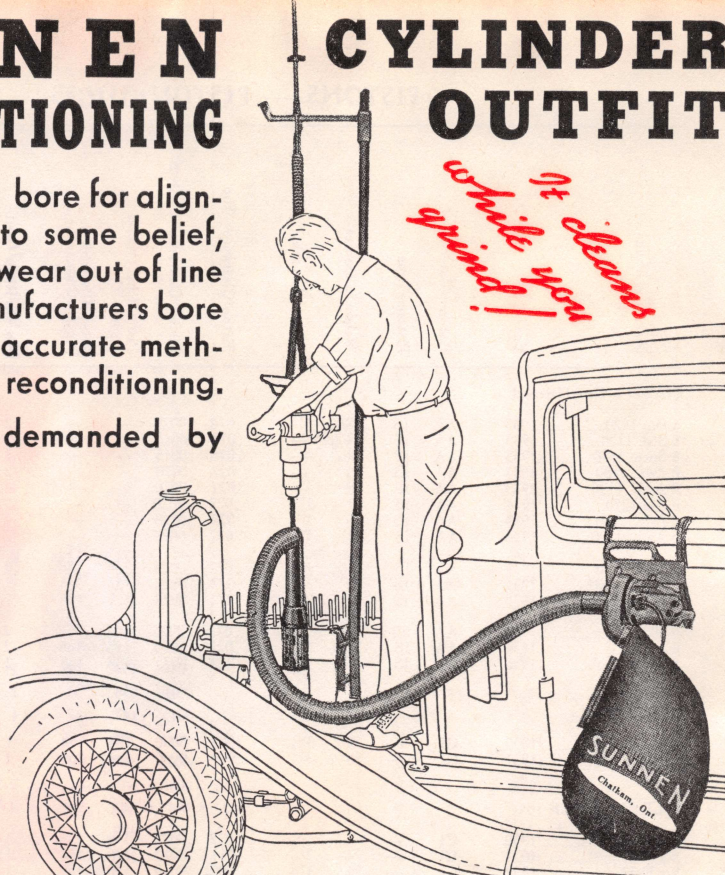
PRICE \$120.

## The new Model "L" SUNNEN \$150.<sup>00</sup> PIN HOLE GRINDER



**SUNNEN**

# CYLINDER OUTFIT



### *Positive Accuracy—Positive Control*

This machine has taken the trade by storm. Produces a hole, impossible by any other method. Reduces pin fitting to a fraction of the time formerly required.

*Only by using abrasive is it possible to produce smooth and accurate surfaces.*

**SUNNEN PRODUCTS CO.**  
CHATHAM LIMITED ONTARIO



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Make and Model	Year	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
<b>PLYMOUTH</b>															
30-U.....	1930	SS	—	—	3 <sup>15</sup> / <sub>16</sub>	.003	.0010	—	—	2	1/8	—	1	1/8	—
PA.....	1931	AA	—	—	4 <sup>1</sup> / <sub>8</sub>	.003	.0010	—	—	1	3/8	.007	2	1 <sup>1</sup> / <sub>64</sub>	.004
PB.....	1932	AA	—	—	4 <sup>1</sup> / <sub>8</sub>	.003	.0030	—	—	1	3/32	.007	3	1/8	.007
Six PC, PD.....	1933	AA	TS	14	3 <sup>11</sup> / <sub>16</sub>	.022	.0015	—	—	1	3/32	.007	3	1/8	.007
Six PE, PF.....	1934	AA	TS	—	3 <sup>11</sup> / <sub>16</sub>	.022	.0015	—	—	1	3/32	.007	3	1/8	.007
Six PJ.....	1935	AA	TS	—	3 <sup>11</sup> / <sub>16</sub>	.022	.0015	.171	.151	2	3/32	.007	2	1/8	.007
Six P1, P2.....	1936	AA	TS	—	3 <sup>11</sup> / <sub>16</sub>	.022	.0005	.171	.151	2	3/32	.007	2	1/8	.007

## 

Six Big 6-30.....	1930	SS	—	—	3 <sup>15</sup> / <sub>16</sub>	.003	.0010	.154	.154	1	1/8	.005	2	3/16	.005
Six M-401.....	1931	CI	—	15 <sup>1</sup> / <sub>2</sub>	3 <sup>15</sup> / <sub>16</sub>	.003	.0010	.154	.154	1	1/8	.005	2	1/8	.005
Six M-402.....	1932	CI	TP	15 <sup>1</sup> / <sub>2</sub>	3 <sup>15</sup> / <sub>16</sub>	.022	.0015	.147	.147	1	3/16	.010	2	1/8	.010
Eight M-601.....	1933	CI	TP	26 <sup>3</sup> / <sub>4</sub>	3 <sup>7</sup> / <sub>8</sub>	.022	.0015	.148	.148	1	3/16	.007	3	1/8	.007
Eight 603.....	1934	CI	TP	—	3 <sup>7</sup> / <sub>8</sub>	.022	.0015	.148	.148	1	3/16	.007	3	1/8	.007
Six.....	1935	CI	TP	—	3 <sup>35</sup> / <sub>32</sub>	.022	.0015	—	—	1	3/16	.007	3	1/8	.007
Eight.....	1935	CI	TP	—	3 <sup>7</sup> / <sub>8</sub>	.022	.0015	.148	.148	1	3/16	.007	3	1/8	.007
Six.....	1936	CI	TP	—	3 <sup>1</sup> / <sub>2</sub>	.022	.0015	.168	.164	1	3/16	.007	2	1/8	.007
Eight.....	1936	CI	TP	—	3 <sup>9</sup> / <sub>16</sub>	.022	.0015	.168	.164	1	3/16	.007	2	1/8	.007

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6-15 Mate.....	1930	AA	—	12	4	.025	.0030	—	—	1	3/32	.006	3	1/8	.006
6-20 Master.....	1930	AA	IS	12	4	.022	.0045	.147	.133	1	3/16	.007	3	1/8	.006
6-25 Flying Cloud.....	1930	AA	IS	12	4	.022	.0045	.147	.133	1	3/16	.007	3	1/8	.006
6-21 Flying Cloud.....	1931	AA	—	14	4	.025	.0040	.147	.133	2	3/16	.007	2	1/8	.005
6-25 Flying Cloud.....	1931	AA	IS	12	4	.022	.0040	.147	.133	2	3/16	.006	2	1/8	.006
8-21 Flying Cloud.....	1931	AA	IS	14 <sup>1</sup> / <sub>2</sub>	3 <sup>5</sup> / <sub>8</sub>	.016	.0015	.172	.157	1	3/16	.007	3	1/8	.007
8-25 Flying Cloud.....	1931	AA	IS	14 <sup>1</sup> / <sub>2</sub>	3 <sup>5</sup> / <sub>8</sub>	.016	.0015	.172	.157	1	3/16	.007	3	1/8	.007
8-30 Flying Cloud.....	1931	AA	—	13 <sup>1</sup> / <sub>2</sub>	4	.025	.0040	.115	.133	2	e	.007	2	1/8	.005
8-35 Royale.....	1931	AA	—	13 <sup>1</sup> / <sub>2</sub>	4	.025	.0040	.115	.133	2	e	.007	2	1/8	.005
6-21 Flying Cloud.....	1932	AA	—	14	4	.025	.0040	.147	.133	2	3/16	.007	2	1/8	.005
8-21 Flying Cloud.....	1932	AA	IS	14 <sup>1</sup> / <sub>2</sub>	3 <sup>5</sup> / <sub>8</sub>	.016	.0015	.172	.157	1	3/16	.007	3	1/8	.007
8-25 Flying Cloud.....	1932	AA	IS	14 <sup>1</sup> / <sub>2</sub>	3 <sup>5</sup> / <sub>8</sub>	.016	.0015	.172	.157	1	3/16	.007	3	1/8	.007
8-31 Royale.....	1932	AA	—	13 <sup>1</sup> / <sub>2</sub>	4	.025	.0040	.155	.133	2	e	.007	2	1/8	.005
8-35 Royale.....	1932	AA	—	13 <sup>1</sup> / <sub>2</sub>	4	.025	.0040	.155	.133	2	e	.007	2	1/8	.005

(Continued on next page)

a—1 @ 1/8", 2 @ 3/64"  
IS—Invar struts

AA—Aluminum alloy  
SS—Semi Steel

CI—Cast iron  
TP—Tin plated

e—1 @ 1/8", 1 @ 1/16"  
TS—T-slot



## ENGINE SPECIFICATIONS

Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Standard Cylinder—Head Material	Compression Ratio—Standard	Compression Ratio—Optional	Compression Pressure—At Cranking Speed
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(Continued from page 12)

### STUDEBAKER—Continued

Pres. 8.....	'30	8-L 3 1/2 x4 3/8	CI	5.05	b	76
Comm. 8-70.....	'31	8-L 3 1/2 x4 1/4	CI	5.20	b	80
Pres. 8.....	'31-2	8-L 3 1/2 x4 3/8	CI	5.10	b	78
Six 6-55.....	'32	6-L 3 1/4 x4 5/8	CI	5.00	—	76
Six 6-56.....	'33	6-L 3 1/4 x4 5/8	CI	5.50	6.00	88
Comm. 8-71.....	'32	8-L 3 1/2 x4 1/4	CI	5.15	b	79
Comm. 8-73.....	'33	8-L 3 1/2 x4 1/4	CI	5.50	6.00	88
Pres. 8-82.....	'33	8-L 3 1/2 x4 1/4	CI	5.50	6.00	88
Pres. 8-92.....	'33	8-L 3 1/2 x4 3/8	CI	5.50	6.00	88
Dict. 6-A.....	'34	6-L 3 1/4 x4 1 1/8	Al	6.30	—	105
Comm. 8-B.....	'34	8-L 3 1/2 x4 3/8	CI	6.30	—	105
Pres. 8-C.....	'34	8-L 3 1/2 x4 1/4	CI	6.30	—	105
Dict. 6-A.....	'35	6-L 3 1/4 x4 1 1/8	CI	6.30	6.90	—
Comm. 8-1B.....	'35	8-L 3 1/2 x4 1/4	CI	6.00	6.50	—
Dict. 8-1C.....	'35	8-L 3 1/2 x4 1/4	Al	6.50	—	—
Dict. 6-A.....	'36	6-L 3 1/4 x4 3/8	CI	6.30	—	—
Pres. 8-2C.....	'36	8-L 3 1/2 x4 1/4	Al	6.50	—	—

Al—Aluminum

b—Optional ratios 5.50 to 1 and 6.50 to 1

Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Standard Cylinder—Head Material	Compression Ratio—Standard	Compression Ratio—Optional	Compression Pressure—At Cranking Speed
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### TERRAPLANE

Six Std.....	'34	6-L 3 x5	CI	5.70	7.00	80
Six DeL.....	'34	6-L 3 x5	CI	6.20	7.00	80
Six.....	'35-6	6-L 3 x5	CI	6.00	7.00	80

### WILLYS

Six 98B.....	'30	6-L 3 1/4 x3 7/8	CI	5.60	—	90
8-80, 8-80D.....	'30-1	8-L 3 1/8 x4	CI	5.26	—	82
6-97, 98D, 90 '31-2		6-L 3 1/4 x3 7/8	CI	5.26	—	82
Eight 8-88.....	'32	8-L 3 1/8 x4	CI	5.26	—	82
Four 77.....	'33	4-L 3 1/8 x4 3/8	CI	5.13	—	78
Four 77.....	'35	4-L 3 1/8 x4 3/8	CI	5.13	—	83
Four 77.....	'36	4-L 3 3/8 x4 3/8	CI	5.70	—	87

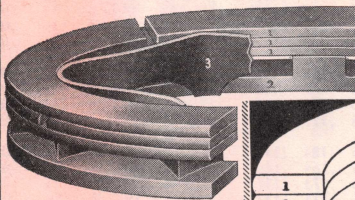
### WILLYS KNIGHT

Six 708.....	'30	6-S 2 15/16 x4 3/8	CI	5.50	—	88
Six 66B.....	'30	6-S 3 3/8 x4 3/8	CI	5.50	—	76
Six 95.....	'31-2	6-S 2 15/16 x4 3/8	CI	5.50	—	85
Six 66D.....	'31-2	6-S 3 3/8 x4 3/4	CI	5.50	—	88

CI—Cast Iron

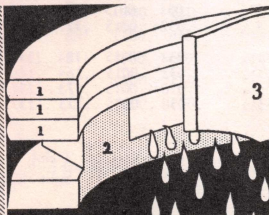
## for compression and oil economy use the “All Aroloy” Sectional Ring

No oversizes! No guessing, no breakage, no fitting required to install. No open gaps in completed ring assembly. Stops blow-by, builds compression and saves gas in oval, tapered or bellied cylinders.



1. Aroloy section.
2. Grey iron slotted section.
3. Swedish steel Expander.

for positive



## oil control use the “Drän-Bac” Sectional Ring

No oversizes, no fitting, no open gaps.  
DESIGNED FOR NOTORIOUS  
OIL PUMERS

Gives positive, trouble-free performance. World's only Expander-type sectional ring with oil return features! Your dealer can supply or can get for you. Don't be satisfied with less! Wel-Ever Piston Ring Company of Canada Ltd., 163 Sandwich St. West, Windsor, Ontario.



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Make and Model	Year	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
<b>REO—Continued</b>															
6 Flying Cloud 3S.....	1933	AA	TS	13	4	.030	.0006	.165	.145	1	$\frac{3}{16}$	.005	3	$\frac{1}{8}$	.007
8 Royale.....	1933	AA	TS	15	4	.030	.0006	.165	.145	1	$\frac{3}{16}$	.005	3	$\frac{1}{8}$	.007
6 Flying Cloud S4.....	1934	AA	TS	13	4	.030	.0007	.180	.160	2	f	.007	3	$\frac{3}{32}$	.007
8 Royale N2.....	1934	AA	TS	15	4	.030	.0007	.180	.160	1	$\frac{3}{16}$	.007	2	$\frac{1}{8}$	.007
6 Flying Cloud 6A.....	1935	AA	TS	13	4	.027	.0024	.180	.186	2	f	.009	2	$\frac{1}{8}$	.007
6 Royale 7S.....	1935	AA	TS	13	4	.030	.0006	.180	.160	2	f	.005	2	$\frac{3}{32}$	.007
6 Flying Cloud.....	1936	AA	CT	13	4	.027	.0024	.170	.140	2	f	.009	2	$\frac{3}{32}$	.007
<b>ROCKNE</b>															
6-65.....	1931-2	CI	—	26	$3\frac{1}{16}$	.012	.0020	.157	.149	1	$\frac{3}{16}$	.013	3	$\frac{1}{8}$	.013
6-75.....	1932	CI	—	27	$3\frac{7}{8}$	.012	.0020	.150	.137	1	$\frac{3}{16}$	.013	3	$\frac{1}{8}$	.013
6-31.....	1932-3	CI	TP	26	$3\frac{3}{4}$	.012	.0015	.149	.143	1	$\frac{3}{16}$	.013	3	$\frac{1}{8}$	.013
<b>STUDEBAKER</b>															
Six 6-53.....	1930	CI	—	30	$3\frac{7}{8}$	.012	.0030	.132	.132	1	$\frac{3}{16}$	.017	3	$\frac{1}{8}$	.017
Dict. 6-GL.....	1930	CI	—	31	$3\frac{7}{8}$	.012	.0030	.132	.132	1	$\frac{3}{16}$	.015	4	$\frac{1}{8}$	.013
Dict. 8-FC.....	1930	AA	IS	14	$3\frac{3}{4}$	.020	.0015	.158	.131	1	$\frac{3}{16}$	.015	3	$\frac{1}{8}$	.013
Comm. 6-GJ.....	1930	CI	—	31	$3\frac{7}{8}$	.012	.0030	.138	.132	1	$\frac{3}{16}$	.013	4	$\frac{1}{8}$	.013
Comm. 8-FP.....	1930	AA	IS	14	$3\frac{3}{4}$	.020	.0015	.131	.131	1	$\frac{3}{16}$	.013	3	$\frac{1}{8}$	.013
Pres. 8-FE.....	1930	AA	IS	21	$4\frac{1}{4}$	.028	.0015	.143	.143	1	$\frac{3}{16}$	.013	3	$\frac{1}{8}$	.013
Pres. 8-FH.....	1930	AA	IS	21	$4\frac{1}{4}$	.028	.0015	.143	.143	1	$\frac{3}{16}$	.013	3	$\frac{1}{8}$	.013
Six 6-54.....	1931	CI	—	30	$3\frac{7}{8}$	.012	.0030	.156	.132	1	$\frac{3}{16}$	.013	3	$\frac{1}{8}$	.013
Dict. 8-61.....	1931	AA	IS	14	$3\frac{3}{4}$	.020	.0015	.134	.136	1	$\frac{3}{16}$	.013	3	$\frac{1}{8}$	.013
Comm. 8-70.....	1931	AA	IS	14	$3\frac{3}{4}$	.020	.0015	.134	.136	1	$\frac{3}{16}$	.013	3	$\frac{1}{8}$	.013
Pres. 8-80.....	1931	AA	IS	21	$4\frac{1}{4}$	.028	.0015	.144	.143	1	$\frac{3}{16}$	.013	3	$\frac{1}{8}$	.013
Pres. 8-90.....	1931	AA	IS	21	$4\frac{1}{4}$	.028	.0015	.144	.143	1	$\frac{3}{16}$	.013	3	$\frac{1}{8}$	.013
Six 6-55.....	1932	CI	—	27	$3\frac{7}{8}$	.012	.0020	.150	.137	1	$\frac{3}{16}$	.013	3	$\frac{1}{8}$	.013
Dict. 8-62.....	1932	CI	—	$25\frac{1}{4}$	$3\frac{1}{16}$	.012	.0020	.148	.148	1	$\frac{3}{16}$	.013	3	$\frac{1}{8}$	.013
Comm. 8-71.....	1932	AA	IS	14	$3\frac{3}{4}$	.013	.0015	.134	.139	1	$\frac{3}{16}$	.013	3	$\frac{1}{8}$	.013
Pres. 8-91.....	1932	AA	IS	20	$4\frac{1}{4}$	.022	.0015	.143	.157	1	$\frac{3}{16}$	.013	3	$\frac{1}{8}$	.013
Six 6-56.....	1933	CI	TP	27	$3\frac{7}{8}$	.012	.0020	.157	.137	1	$\frac{3}{16}$	.013	3	$\frac{1}{8}$	.013
Comm. 8-73.....	1933	CI	TP	$25\frac{1}{4}$	$3\frac{1}{16}$	.012	.0020	.167	.149	1	$\frac{3}{16}$	.013	3	$\frac{1}{8}$	.013
Pres. 8-82.....	1933	AA	IS	$24\frac{3}{4}$	$3\frac{3}{4}$	.031	.0015	.158	.138	1	$\frac{3}{16}$	.013	3	$\frac{1}{8}$	.013
Pres. 8-92.....	1933	AA	IS	21	$4\frac{1}{4}$	.032	.0015	.171	.148	1	$\frac{3}{16}$	.013	3	$\frac{1}{8}$	.013
Dict. 6-A.....	1934	AA	SS	15	$3\frac{3}{4}$	.032	.0015	.184	.146	1	$\frac{3}{16}$	.013	3	$\frac{1}{8}$	.013
Dict. 6-AS.....	1934	AA	SS	15	$3\frac{3}{4}$	.032	.0015	.184	.146	1	$\frac{3}{16}$	.013	3	$\frac{1}{8}$	.013
Comm. 8-B.....	1934	AA	SS	$13\frac{1}{2}$	$3\frac{3}{4}$	.030	.0015	.173	.137	1	$\frac{3}{16}$	.013	3	$\frac{1}{8}$	.013
Pres. 8-C.....	1934	AA	SS	$13\frac{1}{2}$	$3\frac{3}{4}$	.030	.0015	.173	.137	1	$\frac{3}{16}$	.013	3	$\frac{1}{8}$	.013

(Continued on next page)

AA—Aluminum alloy  
f—1 @  $\frac{3}{8}$ ", 1 @  $\frac{3}{16}$ "  
TS—T-slot

CI—Cast iron  
IS—Invar struts

CT—Cam ground, T-slot  
SS—Split skirt

e—1 @  $\frac{1}{8}$ ", 1 @  $\frac{3}{16}$ "  
TP—Tin plated



# PISTONS — PISTON RINGS

Make and Model	Year	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Co. pressure	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
<b>STUDEBAKER—Continued</b>															
Dict. 6-1A.....	1935	AA	CG	15	3 $\frac{3}{4}$	.016	.0015	.184	.146	1	$\frac{3}{16}$	.013	2	$\frac{1}{8}$	.013
Dict. 6-2A.....	1935	AA	CG	15	3 $\frac{3}{4}$	.016	.0015	.184	.146	1	$\frac{3}{16}$	.013	2	$\frac{1}{8}$	.013
Comm. 8-1B.....	1935	AA	CG	13 $\frac{1}{2}$	3 $\frac{3}{4}$	.015	.0015	.173	.137	1	$\frac{3}{16}$	.013	2	$\frac{1}{8}$	.013
Dict. 8-1C.....	1935	AA	CG	13 $\frac{1}{2}$	3 $\frac{3}{4}$	.015	.0015	.173	.137	1	$\frac{3}{16}$	.013	2	$\frac{1}{8}$	.013
Dict. 6-3A.....	1936	AA	CT	15 $\frac{1}{4}$	3 $\frac{3}{4}$	.016	.0015	.184	.146	1	$\frac{3}{16}$	.013	2	$\frac{1}{8}$	.013
Dict. 6-4A.....	1936	AA	CT	15 $\frac{1}{4}$	3 $\frac{3}{4}$	.016	.0015	.184	.146	1	$\frac{3}{16}$	.013	2	$\frac{1}{8}$	.013
Pres. 8-2C.....	1936	AA	CT	8 $\frac{1}{2}$	3 $\frac{3}{4}$	.015	.0015	.173	.137	1	$\frac{3}{16}$	.013	2	$\frac{1}{8}$	.013

## TERRAPLANE

Six.....	1934	AA	TS	9 $\frac{1}{2}$	3 $\frac{3}{16}$	.016	.0005	.156	.156	2	e	.006	2	$\frac{3}{32}$	.006
Six.....	1935	AA	TS	10 $\frac{7}{8}$	3 $\frac{3}{16}$	.016	.0010	.187	.093	2	$\frac{3}{16}$	.006	2	$\frac{3}{8}$	.006
Six.....	1936	AA	CG	10 $\frac{1}{2}$	3 $\frac{3}{16}$	.016	.0010	.156	.156	2	$\frac{3}{16}$	.009	2	$\frac{3}{32}$	.009

## WILLYS

Six 98B.....	1930	CI	—	27 $\frac{1}{2}$	—	—	.0025	—	—	1	$\frac{3}{16}$	.004	2	$\frac{1}{8}$	.004
Eight 8-80.....	1930	CI	—	23	—	—	.0025	—	—	1	$\frac{3}{16}$	.007	3	$\frac{3}{32}$	.008
Six 97.....	1931	CI	—	27 $\frac{1}{2}$	—	—	.0025	—	—	1	$\frac{3}{16}$	.004	2	$\frac{1}{8}$	.004
Six 98D.....	1931	CI	—	27 $\frac{1}{2}$	—	—	.0025	—	—	1	$\frac{3}{16}$	.004	2	$\frac{1}{8}$	.004
Eight 8-80D.....	1931	CI	—	23	—	—	.0025	—	—	1	$\frac{3}{16}$	.007	3	$\frac{3}{32}$	.008
Six 6-90.....	1932	CI	—	26 $\frac{3}{4}$	—	—	.0015	—	—	1	$\frac{3}{16}$	.007	2	$\frac{1}{8}$	.004
Eight 8-88.....	1932	CI	—	23	—	—	.0020	—	—	1	$\frac{3}{16}$	.007	3	$\frac{3}{32}$	.008
Four 77.....	1933	CI	—	23	3 $\frac{3}{4}$	.007	.0020	.132	.132	1	$\frac{3}{16}$	.007	3	$\frac{3}{32}$	.007
Four 77.....	1935	CI	TP	23	3 $\frac{3}{4}$	.007	.0025	.166	.180	1	$\frac{3}{16}$	.007	3	$\frac{3}{32}$	.007
Four 77.....	1936	CI	TP	23	3 $\frac{3}{4}$	.007	.0025	.166	.180	1	$\frac{3}{16}$	.007	3	$\frac{3}{32}$	.010

## WILLYS KNIGHT

Six 70B.....	1930	AA	IS	—	—	—	.0020	—	—	1	$\frac{1}{8}$	.008	3	$\frac{1}{8}$	.008
Six 66B.....	1930	AA	IS	—	—	—	.0020	—	—	1	$\frac{3}{16}$	.008	3	$\frac{1}{8}$	.008
Six 95.....	1931	AA	IS	14	—	—	.0020	—	—	1	$\frac{3}{32}$	.004	3	$\frac{1}{8}$	.004
Six 66D.....	1931	AA	IS	19	—	—	.0020	—	—	1	$\frac{3}{16}$	.004	3	$\frac{1}{8}$	.004
Six 95.....	1932	AA	IS	14	—	—	.0020	—	—	1	$\frac{3}{32}$	.004	3	$\frac{1}{8}$	.004
Six 66D.....	1932	AA	IS	19 $\frac{1}{4}$	—	—	.0020	—	—	1	$\frac{3}{16}$	.004	3	$\frac{1}{8}$	.004

AA—Aluminum alloy  
e—1 @  $\frac{1}{8}$ ", 1 @  $\frac{3}{16}$ "

CI—Cast iron  
IS—Invar struts

CG—Cam ground  
TS—T-slot

CT—Cam ground, T-slot



# BATTERY — STARTING MOTOR — GENERATOR

Make and Model	Year	Battery—Amp. Hr. Capacity	Bench Charging Rate—Start	Bench Charging Rate—Finish	Terminal Grounded	Starting Motor—Make	Lock Test—Amp. Draw	Lock Test—Volts	Lock Test—Torque	Drive Type	Generator—Make	Cutout Relay—Volts to Close	Cutout Relay—Armature Speed to Close	Cutout Relay—Amps. to Open	Type Generator Regulation	Maximum Charging Rate—Amps., Cold	Maximum Charging Rate—Volts, Cold	Maximum Charging Rate—Armature Speed, Cold
<b>AUBURN</b>																		
6-85	1930	90	12.0	4.5	P	DR	—	—	—	Bend	DR	7.4	575	2.5	3Br	21.0	—	—
8-95	1930	90	12.0	4.5	P	DR	—	—	—	Bend	DR	7.4	575	2.5	3Br	19.0	—	—
8-98, 100	1931-2	104	14.0	5.2	P	DR	600	3.0	22	Bend	DR	6.7	—	2.5	3Br	21.0	8.5	1450
12-160	1932	121	12.0	6.0	P	DR	600	3.0	35	Bend	DR	6.7	—	2.5	3Br	22.0	8.6	1300
8-101, 101A	1933	104	14.0	5.2	P	DR	600	3.0	22	Bend	DR	7.0	600	2.5	3Br	21.0	8.5	1450
8-105	1933	104	14.0	5.2	P	DR	575	3.0	15	Bend	DR	7.0	600	2.5	3Br	21.0	8.5	1800
12-161, 165	1933	121	12.0	6.0	P	DR	600	3.0	35	Bend	DR	6.7	—	2.5	3Br	22.0	8.6	1300
Six	1934-6	90	12.0	4.5	P	AL	550	3.0	12	Bend	AL	7.0	—	0.5	3Br	20.0	8.0	2050
Eight	1934-6	105	14.0	5.2	P	AL	582	3.0	15	Bend	AL	7.0	—	0.5	3Br	20.0	8.0	2050
12-165	1934	120	16.0	6.0	P	DR	600	3.0	35	Bend	DR	6.7	—	2.5	3Br	22.0	8.6	1300
<b>CADILLAC</b>																		
V-8 353	1930	130	10.0	8.0	P	DR	600	3.0	28	ORC	DR	7.5	420	2.5	3Br	18.0	7.3	1600
V-16 452	1930	130	10.0	8.0	P	DR	600	3.0	35	ORC	DR	7.5	420	2.5	3Br	18.0	7.3	1600
V-8 355	1931	130	10.0	8.0	P	DR	600	3.0	28	Man	DR	7.5	420	2.5	3Br	18.0	7.3	1600
V-12 370	1931	130	10.0	8.0	P	DR	600	3.0	35	Man	DR	7.5	420	2.5	3Br	18.0	7.3	1600
V-16 452	1931	130	10.0	8.0	P	DR	600	3.0	35	Man	DR	7.5	420	2.5	3Br	18.0	7.3	1600
V-8 355B, C	1932-3	130	10.0	8.0	P	DR	600	3.0	28	Man	DR	6.8	420	2.0	3Br	22.0	8.6	1450
V-12 370B, C	1932-3	160	10.0	8.0	P	DR	600	3.0	35	Man	DR	7.5	520	2.0	3Br	22.0	7.0	1600
V-16 452B, C	1932-3	190	10.0	8.0	P	DR	600	3.0	35	Man	DR	7.5	520	2.0	3Br	22.0	7.0	1000
V-8 355D	1934	130	10.0	8.0	P	DR	600	3.0	28	Man	DR	6.8	—	2.0	3Br	15.0	8.6	1200
V-12 370D	1934	160	10.0	8.0	P	DR	600	3.0	35	Man	DR	7.0	—	2.0	3Br	15.0	7.0	1200
V-16 452D	1934	190	10.0	8.0	P	DR	600	3.0	35	Man	DR	7.6	—	2.0	3Br	15.0	7.0	1200
V-8 355E	1935	145	10.0	8.0	P	DR	600	3.0	28	Man	DR	6.7	—	0.5	3Br	15.0	7.7	1200
V-12 370E	1935	160	10.0	8.0	P	DR	600	3.0	35	Man	DR	6.7	—	0.5	3Br	15.0	7.7	1200
V-16 452E	1935	190	10.0	8.0	P	DR	600	3.0	35	Man	DR	6.7	—	0.5	3Br	15.0	7.7	1200
V-8 60, 70, 75	1936	135	9.5	7.5	P	DR	600	3.0	16	Man	DR	6.8	—	1.0	VC	22.0	8.1	1900
V-12, 80-85	1936	166	12.0	9.5	P	DR	600	3.0	35	Man	DR	6.8	—	1.0	VC	22.0	8.1	1250
V-16	1936	200	14.0	11.0	P	DR	600	3.0	35	Man	DR	6.8	—	1.0	VC	22.0	8.1	1250
<b>CHEVROLET</b>																		
Six AD Univ.	1930	90	4.5	4.5	N	DR	425	3.7	14	Bend	DR	7.2	750	1.0	3Br	18.0	7.6	2100
Six AE Indep.	1931	90	4.5	4.5	N	DR	475	3.6	12	Bend	DR	7.2	750	1.0	3Br	18.0	7.8	1800
Six Confed.	1932	90	4.5	4.5	N	DR	475	3.6	12	Bend	DR	6.7	750	1.0	3Br	16.0	8.2	1700
Six Std.	1933	90	4.4	4.4	N	DR	475	3.6	12	Bend	DR	7.2	—	1.0	3Br	17.0	7.4	1900
Six Master	1933	90	4.5	4.5	N	DR	420	3.7	14	Bend	DR	7.2	—	1.0	3Br	17.0	7.6	2100
Six Std.	1934	100	6.0	4.5	N	DR	420	3.7	14	Bend	DR	7.2	—	1.0	3Br	17.0	7.6	1900
Six Master	1934	105	6.0	4.5	N	DR	525	3.5	14	Bend	DR	7.2	—	1.0	3Br	15.0	7.9	2900
Six Std.	1935	105	6.0	4.5	N	DR	525	3.4	14	Bend	DR	7.2	—	1.0	3Br	20.0	8.2	2700
Six Master	1935	105	6.0	4.5	N	DR	525	3.4	14	Bend	DR	7.2	—	1.0	3Br	20.0	8.2	2450
Six Std.	1936	100	7.5	6.0	N	DR	525	3.4	14	Bend	DR	7.2	—	1.5	3Br	16.0	8.2	1700
Six Master	1936	100	7.5	6.0	N	DR	525	3.4	14	Bend	DR	7.2	—	1.5	3Br	20.0	8.5	2400
<b>CHRYSLER</b>																		
Six 66	1930	100	14.5	5.0	P	DR	—	—	—	Man	DR	—	—	—	3Br	—	—	—
Six 70	1930	100	14.5	5.0	P	DR	—	—	—	Man	DR	—	—	—	3Br	—	—	—
Six 77	1930	117	16.5	5.5	P	DR	—	—	—	Man	DR	—	—	—	3Br	—	—	—
Six Imp. 80	1930	153	15.0	9.0	P	DR	—	—	—	Man	DR	—	—	—	3Br	—	—	—
Six CJ, CM	1930-1	84	12.0	4.5	P	DR	475	3.6	12	Man	DR	7.0	800	2.5	3Br	16.0	—	2300
Eight CD	1930-1	117	12.5	5.5	P	DR	600	—	28	Man	DR	7.0	575	2.5	3Br	16.0	—	2300

(Continued on next page)

AL—Auto-Lite  
N—Negative

Bend—Bendix  
ORC—Overrunning clutch  
VR—Voltage regulator  
3Br—Third brush

Man—Manual  
P—Positive



# Willard

# REPLACEMENT

WILLARD REPLACEMENT TYPES FOR										WILLARD REPLACEMENT TYPES FOR									
Year	Model	A. H. Cap. Orig. Equip.	Capacity		Max. Reserve		Group	Year	Model	A. H. Cap. Orig. Equip.	Capacity		Max. Reserve		Group				
			Wood	Th-Rubber	Wood	Th-Rubber					Wood	Th-Rubber	Wood	Th-Rubber		Wood	Th-Rubber		
1925-31	AUBURN							1925-31	HUPMOBILE										
1925-29	All 6's	90	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1	1927-31	All 6's	100	WHT-2-105	RHT-2-105	WHT-2-120	RHT-2-135	2				
1925-29	8-77, 8-90, 8-95.	100	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	2	1925-28	All 8's except M.	147	WH-5-19	RH-5-19	WH-5-19	RH-5-19	5				
1925-29	All 8's	105	WHT-1-2-105	RHT-2-105	WST-1-2-120	RHT-2-135	1	1925-31	All 8's, Cent. & C-8's.	110	WHT-2-120	RHT-2-120	WHT-2-135	RHT-2-147	4				
1932-34	8-77, 8-90, 8-95.	120	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	2	1932	H-8, U-8.	136	WH-4-17	RH-4-17	WH-4-17	RH-4-17	4				
1934-36	6-52, 6-53, 6-54.	90	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1	1932	226, 28, 237-8.	136	WH-4-17	RH-4-17	WH-4-17	RH-4-17	4				
1930-36	AUSTIN							1932-36	216, 228, 316, 322, 326, 427, 527, 621	119	WHT-2-120	RHT-2-120	WHT-2-120	RHT-2-135	2				
1925-31	BUICK							1934	417 (Rev.)	100	WM-B-100	RM-B-100	WM-B-110	RM-B-110	2				
1925-31	Std. 6, 8-50, 8-60.	100	WHT-1-105	RHT-1-105	WST-1-110	RHT-1-120	1	1934	417, 521, 521.	113	WHT-2-120	RHT-2-120	WHT-2-120	RHT-2-135	2				
1925-31	Max. 6, 8-50, 8-90.	117	WHT-1-120	RHT-2-120	WHT-2-120	RHT-2-135	2	1934	518, 618.	100	WHT-2-105	RHT-2-105	WHT-2-120	RHT-2-135	2				
1925-31	8-50, 8-60, 8-90.	98	WHT-1-120	RHT-2-120	WHT-2-120	RHT-2-135	1	1934-36	LA FAYETTE	102	WHT-1-105	RHT-1-105	WST-1-110	RHT-1-120	1				
1925-31	8-50, 8-90.	130	WH-4-17	RH-4-17	WH-4-17	RH-4-17	4	1927-29	LA SALLE	117	WHT-2-120	RHT-2-120	WHT-2-120	RHT-2-135	2				
1936	40.	98	WHT-1-105	RHT-1-105	WST-1-110	RHT-1-120	1	1930-31	All.	114	WHT-2-120	RHT-2-120	WHT-2-120	RHT-2-135	2				
1936	40, 60, 90.	114	WHT-2-120	RHT-2-120	WHT-2-120	RHT-2-135	2	1932-34	All.	110	WHT-2-120	RHT-2-120	WHT-2-120	RHT-2-135	2				
1914-30	CADILLAC							1935-36	All.	110	WHT-2-120	RHT-2-120	WHT-2-120	RHT-2-135	2				
1931	All	148	WSB-2-1D	RSB-2-1D	WSB-2-1D	RSB-2-1D	10	1920-31	Lincoln	148	WSB-2-1D	RSB-2-1D	WSB-2-1D	RSB-2-1D	10				
1931	48.	114	WHT-2-120	RHT-2-120	WHT-2-120	RHT-2-135	2	1920-31	V12-6's, 145.	110	WHT-2-120	RHT-2-120	WHT-2-120	RHT-2-135	2				
1931	112-370, 370A.	148	WHT-2-120	RHT-2-120	WHT-2-120	RHT-2-135	2	1920-31	Lincoln	148	WSB-2-1D	RSB-2-1D	WSB-2-1D	RSB-2-1D	10				
1931	V16-452, 452A.	148	WSB-2-1D	RSB-2-1D	WSB-2-1D	RSB-2-1D	10	1920-31	All	148	WSB-2-1D	RSB-2-1D	WSB-2-1D	RSB-2-1D	10				
1932-35	V8.	130	WH-4-17	RH-4-17	WH-4-17	RH-4-17	4	1936	Zephyr (Rev.)	100	WM-B-100	RM-B-100	WM-B-110	RM-B-110	2				
1932-36	V12-6's, C, D.	164	WH-2-1	RH-2-1	WH-2-1	RH-2-1	12	1929-3											



# Pasenger Car Types

1934	All 6's	115	WS-1-17	R-4-17	WS-4-17	R-4-17	4	1924-32	6-72, 81, 90, 91, 9A	100	WHT-2-105	RHT-2-105	WHT-2-120	RHT-2-135	2
1935-36	All	119	WH-215	RH-215	WHT-2-120	RHT-2-135	2	1926-28	6-80	96	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1
	DODGE	55	WS-3-7	RS-3-7	WS-3-7	JRR-36	3	1926-29	6-60, 61, 61A	96	WHT-1-105	RHT-1-105	WST-1-110	RHT-1-120	1
1915-26	All 12 Volt.	110	WHT-2-120	RHT-2-120	WHT-2-120	RHT-2-135	2	1926-32	69, 125, B8, C8	129	WS-5-19	R-5-19	WH-5-19	RH-5-19	5
1926-27	All 6 Volt.	86	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1	1921-28	6-32, 33, 34, 36	147	WH-5-19	RH-5-19	WH-5-19	RH-5-19	5
1928	128-4 Cyl.	100	WHT-2-105	RHT-2-105	WHT-2-120	RHT-2-135	2	1926-28	80, 81	110	WHT-2-120	RHT-2-120	WHT-2-120	RHT-2-135	2
1928-29	Std. 6	110	WHT-2-120	RHT-2-120	WHT-2-120	RHT-2-135	2	1929	133, 143	115	WHT-2-120	RHT-2-120	WHT-2-120	RHT-2-135	2
1928	Victory 6	128	WH-4-17	RH-4-17	WH-4-17	RH-4-17	4	1930-31	All 8's	128	WH-4-17	RH-4-17	WH-4-17	RH-4-17	4
1928-30	Senior 6	115	WS-4-17	R-4-17	WH-4-17	RH-4-17	4	1932-36	All 8's	136	WH-4-17	RH-4-17	WH-4-17	RH-4-17	4
1930-31	DD-8, DH-6	86	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1	1932-35	All 12's	153	WH-5-19	RH-5-19	WH-5-19	RH-5-19	5
1930-31	DC-8	100	WHT-2-105	RHT-2-105	WHT-2-120	RHT-2-135	2	1928-36	PLYMOUTH	90	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1
1931-33	DK-8, DK-8, DO-8	115	WS-1-17	R-4-17	WH-4-17	RH-4-17	4	1933-36	Without radio.	90	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1
1932	DL-6	90	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1	1933-36	With radio.	90	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1
1933	DP-6	86	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1	1928-32	PONTIAC	86	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1
1933	DP-6 with radio	90	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1	1928-32	All 6's	86	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1
1934	DR-6 with radio	100	WHT-2-105	RHT-2-105	WHT-2-120	RHT-2-135	2	1928-32	All 8's	100	WHT-2-105	RHT-2-105	WHT-2-120	RHT-2-135	2
1934-36	All without radio	90	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1	1933	All 8's	94	WHT-1-90	RHT-1-90	WHT-2-120	RHT-2-135	2
	DURANT	86	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1	1934	All 8's	110	WHT-2-120	RHT-2-120	WHT-2-120	RHT-2-135	2
1923-29	All 4's	86	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1	1935-36	All 8's	110	WHT-1-105	RHT-1-105	WST-1-110	RHT-1-120	1
1927-32	55, 60, 70, 614	102	WHT-2-105	RHT-2-105	WHT-2-120	RHT-2-135	2	1935-36	All 8's	110	WHT-2-120	RHT-2-120	WHT-2-120	RHT-2-135	2
1927-32	57, 65, 75, 617	115	WHT-2-120	RHT-2-120	WHT-2-120	RHT-2-135	2	1920-27	KEO	110	WHT-2-120	RHT-2-120	WHT-2-120	RHT-2-135	2
1931-32	610, 612, 619	90	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1	1923-31	Volw. Mate. 15	86	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1
1923-31	ESSEX	86	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1	1925-30	Master, 20, 25	110	WHT-2-120	RHT-2-120	WHT-2-120	RHT-2-135	2
1923-31	Sup. 6	100	WHT-2-135	RHT-2-105	WHT-2-120	RHT-2-135	2	1932-34	6-21 & 25, 8-21 & 25	119	WHT-2-120	RHT-2-120	WHT-2-120	RHT-2-135	2
	FORD	86	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1	1932-36	Royale 8 Ser. N	136	WH-4-17	RH-4-17	WH-4-17	RH-4-17	4
Early								1932-36	FI, Cloud 6	102	WHT-1-105	RHT-1-105	WST-1-110	RHT-1-120	1
1928	A. V8-18.....(Rev.)	86	WHT-1-90	RHT-1-90	WHT-1-90	RHT-1-90	1B	1932-33	ROCKNE	102	WHT-1-105	RHT-1-105	WST-1-110	RHT-1-120	1
1928-32	V8-40.....(Rev.)	86	WHT-1-90	RHT-1-90	WHT-1-110	RHT-1-120	1	1920-28	Sp. 6, Big 6	110	WHT-2-120	RHT-2-120	WHT-2-120	RHT-2-135	2
1933	V8-40.....(Rev.)	86	WM-B-100	RM-B-100	WM-B-110	RM-B-110	B	1921-28	Lt. 6, Std. 6, Dict.	90	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1
1934-36	V8-40.....(Rev.)	96	WM-B-100	RM-B-100	WM-B-110	RM-B-110	B	1929-June 1930	President	110	WHT-2-120	RHT-2-120	WHT-2-120	RHT-2-135	2
1926-30	FRANKLIN	135	WH-5-19	R-5-19	WH-5-19	RH-5-19	5	1929-June 1930	Dict. 6 & 8	90	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1
1929	Ser. 11, 12, 13, 14.....	120	WH-4-17	R-4-17	WH-4-17	RH-4-17	4	June '30-31	Std. 6 & 8	90	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1
1931	151, 152 Ser. 15.....	135	WH-5-19	R-5-19	WH-5-19	RH-5-19	5	June '30-31	All 8's	136	WH-4-17	RH-4-17	WH-4-17	RH-4-17	4
1931	153 Ser. 15.....	143	WSB-21D	RSB-21D	WSB-21D	RSB-21D	10	1932	Six, Dict. 8.....	102	WHT-1-105	RHT-1-105	WST-1-110	RHT-1-120	1
1932-33	Arman 6-Ser. 16.....	143	WSB-21D	RSB-21D	WSB-21D	RSB-21D	10	1932	Com. Pres.....	136	WH-4-17	RH-4-17	WH-4-17	RH-4-17	4
1932-35	12 Cyl. Ser. 17.....	153	WH-5-19	RH-5-19	WH-5-19	RH-5-19	5	1933-35	Dict. Com. Pres.....	102	WHT-1-105	RHT-1-105	WST-1-110	RHT-1-120	1
1933-34	Olympic 6-Ser. 18.....	102	WHT-1-105	RHT-1-105	WST-1-110	RHT-1-120	1	1933-35	Pres.....	136	WH-4-17	RH-4-17	WH-4-17	RH-4-17	4
1934-35	Arman 6-Ser. 19.....	136	WH-4-17	RH-4-17	WH-4-17	RH-4-17	4	1933-35	Dict. Pres.....	105	WHT-1-105	RHT-1-105	WST-1-110	RHT-1-120	1
	GRAHAM	86	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1	1936	Dict. Pres.....	86	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1
1930	Std. 6	100	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1	1933	THRAPPLANE	86	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1
1930-31	Sp. 6, Std. 8, Sp. 8.....	100	WHT-2-105	RHT-2-105	WHT-2-120	RHT-2-135	2	1933	Six	100	WHT-2-105	RHT-2-105	WHT-2-120	RHT-2-135	2
1930	Custom 8	115	WS-4-17	R-4-17	WH-4-17	RH-4-17	4	1934	Six.....(Rev.)	96	WM-B-100	RM-B-100	WM-B-110	RM-B-110	B
1932-35	6's less radio	86	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1	1933	WHIPPET	86	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1
1934-36	6's with radio	102	WHT-1-105	RHT-1-105	WST-1-110	RHT-1-120	1	1926-31	4's & Early '27-6's.....	86	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1
1932-35	8's less radio	100	WHT-2-105	RHT-2-105	WHT-2-120	RHT-2-135	2	1927-29	6's exc. Early '27.....	115	WHT-2-105	RHT-2-105	WHT-2-120	RHT-2-135	2
1934-36	8's with radio	119	WHT-2-120	RHT-2-120	WHT-2-120	RHT-2-135	2	1925-33	WILLYS KNIGHT	153	WH-5-19	RH-5-19	WH-5-19	RH-5-19	5
1936	6's less radio	90	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1	1926-28	70, 56	115	WHT-2-120	RHT-2-120	WHT-2-120	RHT-2-135	2
	GRAHAM-PAIGE	86	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1	1929-32	70B, 87, 95	105	WHT-2-105	RHT-2-105	WHT-2-120	RHT-2-135	2
1928	610, 612	86	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1	1930	6-98B	102	WHT-2-105	RHT-2-105	WHT-2-120	RHT-2-135	2
1928-29	614, 615	115	WS-4-17	R-4-17	WH-4-17	RH-4-17	4	1931-33	97, 98D, 90, 99.....	90	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1
1928-29	619, 621, 629, All 8's	115	WS-4-17	R-4-17	WH-4-17	RH-4-17	4	1931-32	8-80, 8-88	134	WH-4-17	RH-4-17	WH-4-17	RH-4-17	4
	HUDSON	86	WHT-2-105	RHT-2-105	WHT-2-120	RHT-2-135	2	1933-36	77	78	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1
1927-30	All 6's	100	WHT-2-105	RHT-2-105	WHT-2-120	RHT-2-135	2	1936	WILLYS	102	WHT-2-105	RHT-2-105	WHT-2-120	RHT-2-135	2
1930-31	All 8's	88	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1	1933	6-98B	102	WHT-2-105	RHT-2-105	WHT-2-120	RHT-2-135	2
1932-33	All	100	WHT-2-105	RHT-2-105	WHT-2-120	RHT-2-135	2	1931-33	97, 98D, 90, 99.....	90	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1
1934-36	All 8's.....(Rev.)	108	WM-C-110	RM-C-110	WM-C-110	RM-C-110	C	1931-32	8-80, 8-88	134	WH-4-17	RH-4-17	WH-4-17	RH-4-17	4
1926-36	All 6's.....(Rev.)	96	WM-B-110	RM-B-110	WM-B-110	RM-B-110	B	1933-36	77	78	WHT-1-90	RHT-1-90	WST-1-110	RHT-1-120	1

An asterisk (\*) following the group number indicates that only standard heavy batteries can be installed. The notation (Rev.) following the model designation, indicates a reverse assembly battery as original equipment. Batteries in Group 1 can be used by installing a new ground strap. 11934 Oldsmobile and 1934 Pontiac have reverse Assembly, Group 2 batteries as original equipment. Any standard assembly battery in Group 2 can be used for replacement by substituting an 11" ground strap.

## "It's the Amperes Hour Capacity that Counts"

STORAGE BATTERY  
**Willard**

# CHART



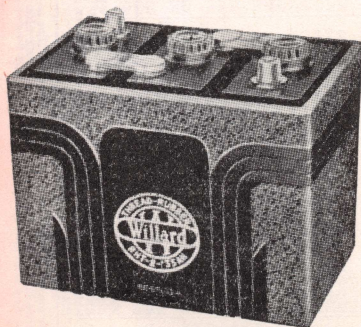
Cost Less to Own — Crank Faster — Last Longer — Won't Let You Down

## Group 1.

WOOD INSULATION	THREAD- RUBBER INSULATION
WST 1-110....	
WHT 1-105....	RHT 1-120....
WT 1-95.....	RHT 1-105....
WHT 1-90.....	RHT 1-90....

- \*WT 1-13.....
- \*W 1-77.....
- \*WS 1-72.....

★ Smaller than original equipment capacity.



## Group 2.

WOOD INSULATION	THREAD- RUBBER INSULATION
WH 2-15.....	
WHT 2-120....	RH 2-15.....
WHT 2-105....	RHT 2-135...
	RHT 2-120...
	RHT 2-105...

- \*WT 2-95.....

★ Smaller than original equipment capacity.

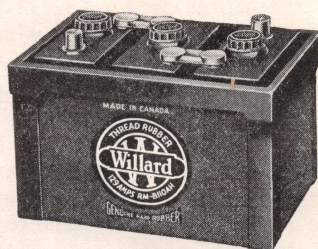
## Group B.

(Low Type Ford V8)

WOOD INSULATION	THREAD- RUBBER INSULATION
WM-B-110 ....	
WM-B-100 ....	RM-B-110 ....
	RM-B-100 ....

- \*WM-B-90 ....

★ Smaller than original equipment capacity.



"IT'S THE AMPERE HOUR



# Passenger Car Types

WOOD INSULATION			THREAD-RUBBER INSULATION		Light'g Cap. S. A. E. Std. Method A. H. 20 Hr. Rate	Start'g Cap. S. A. E. Std. Method 300 Amps. at 0 Deg. Fahr.		Amps. for 20 Min.	Plates Per Cell	*Rates to be used in making Elec. Test. Amps. for one Min.	Container	Handle	Max. Overall Dimensions in Inches			
Group	Type	Adj. Units of Service	Type	Adj. Units of Service		Min. Time	Amp. Hrs.						Length	Width	Height	
1	WST-1-110	24	RHT-1-120	24	120	4.9	24.5	157	17	235	R	L	L	9 $\frac{1}{2}$	7 $\frac{1}{2}$	8 $\frac{1}{2}$
	WHT-1-105	21	RHT-1-105	24	110	4.1	20.5	134	17	200	R	R	L	9 $\frac{1}{2}$	7 $\frac{1}{2}$	8 $\frac{1}{2}$
	WT-1-95	18			90	3.9	19.5	133	15	200	R	R	L	8 $\frac{1}{2}$	7 $\frac{1}{2}$	8 $\frac{1}{2}$
	WHT-1-90	18	RHT-1-90	21	90	3.1	15.5	117	15	175	R	R	L	8 $\frac{1}{2}$	7 $\frac{1}{2}$	8 $\frac{1}{2}$
	WT-1-13	12			80	3.0	15.0	114	13	170	R	R	L	8 $\frac{1}{2}$	7 $\frac{1}{2}$	8 $\frac{1}{2}$
	W-77	9			77	2.2	11.0	100	13	150	R	R	L	8 $\frac{1}{2}$	7 $\frac{1}{2}$	8 $\frac{1}{2}$
	WS-1-72	9			72	2.0	10.0	100	13	130	R	R	L	8 $\frac{1}{2}$	7 $\frac{1}{2}$	8 $\frac{1}{2}$
1B	WT-1-95	18			90	3.1	15.5	117	15	175	R	R	L	8 $\frac{1}{2}$	7 $\frac{1}{2}$	8 $\frac{1}{2}$
	WHT-1-90	18	RHT-1-90	21	90	3.0	15.0	114	13	170	R	R	L	8 $\frac{1}{2}$	7 $\frac{1}{2}$	8 $\frac{1}{2}$
	WT-1-13	12			80	2.2	11.0	100	13	150	R	R	L	8 $\frac{1}{2}$	7 $\frac{1}{2}$	8 $\frac{1}{2}$
B	WM-B-110	24	RM-B-110	24	110	4.1	20.5	134	19	195	R	L	L	10 $\frac{1}{2}$	6 $\frac{1}{2}$	7 $\frac{1}{2}$
	WM-B-100	21	RM-B-100	24	100	3.1	15.5	115	17	170	R	L	L	10 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
	WM-B-90	18			90	2.3	11.5	105	15	150	R	L	L	10 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
2	WH-2-15	21	RH-2-15	24	119	4.3	21.5	140	15	210	R	R	S	10 $\frac{1}{2}$	7 $\frac{1}{2}$	9 $\frac{1}{2}$
	WHT-2-120	21	RHT-2-135	24	135	5.9	29.5	171	19	285	R	R	S	10 $\frac{1}{2}$	7 $\frac{1}{2}$	8 $\frac{1}{2}$
	WHT-2-120	21	RHT-2-120	24	120	4.9	24.5	157	17	235	R	R	S	10 $\frac{1}{2}$	7 $\frac{1}{2}$	8 $\frac{1}{2}$
	WHT-2-105	18	RHT-2-105	21	105	3.9	19.5	133	15	200	R	R	S	10 $\frac{1}{2}$	7 $\frac{1}{2}$	8 $\frac{1}{2}$
	WT-2-95	12			95	3.1	15.5	117	15	175	R	C	S	10 $\frac{1}{2}$	7 $\frac{1}{2}$	8 $\frac{1}{2}$

\*The rate to be used in making the Electrical Test is shown hereon simply as a matter of convenience. It is not to be used as a basis of comparison between various types of batteries.

Batteries in Group B are of special low, reverse assembly, for V8-40 Fords, 1934 Hup W-417, 1935-36 Hudson 6 and 1934-36 Terraplane.

Batteries in Group 1B are reverse assembly for 1923-34 Chevrolet 5, some early Model A Fords and 1933 Pontiacs. Batteries in Group 1 can be used by installing a new ground strap.

In "Container" column, "R" stands for Hard Rubber, "C" stands for Composition.

In "Handle" column "S" stands for Stub, "FH" for Finger Hole, "L" for Ledge.

For types not shown hereon see current price sheet No. 105.

## CARE OF BATTERIES

### HOT WEATHER

To avoid the damage of overheating, don't neglect the customer's battery during hot weather. Be sure generator charging rate is reduced to suit summer conditions and driving habits; that entire starting circuit is in proper balance and that the level of the electrolyte is properly maintained.

### COLD WEATHER

To avoid cold weather battery hazards—expensive starting trouble or complete ruin of the battery by freezing—be sure that battery is kept fully charged and that entire starting system is properly adjusted and in balance.

Generator charging rate, especially, should be adjusted to seasonal conditions and driving habits.

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WILLARD  
STORAGE  
BATTERY



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(Subsidiary Bendix Aviation Corporation)  
**WINDSOR, ONTARIO**



# BATTERY — STARTING MOTOR — GENERATOR

Make and Model	Year	Battery—Amp. Hr. Capacity	Bench Charging Rate—Start	Bench Charging Rate—Finish	Terminal Grounded	Starting Motor—Make	Lock Test—Amp. Draw	Lock Test—Volts	Lock Test—Torque	Drive Type	Generator—Make	Cutout Relay—Volts to Close	Cutout Relay—Armature Speed to Close	Cutout Relay—Amps. to Open	Type Generator Regulation	Maximum Charging Rate—Amps., Cold	Maximum Charging Rate—Volts, Cold	Maximum Charging Rate—Armature Speed, Cold
<b>CHRYSLER—Continued</b>																		
Eight CG.....	1930-1	153	—	—	P	DR	600	—	28	Man	DR	6.7	575	2.5	3Br	16.0	—	1700
Six C1, CO.....	1932-3	100	—	—	P	DR	600	3.0	15	Man	DR	6.7	—	2.5	3Br	19.0	—	2300
Eight CP.....	1932	117	—	4.7	P	DR	600	3.0	28	Man	DR	6.7	—	2.5	3Br	19.0	—	2300
Eight Imp. CH.....	1932	153	—	—	P	DR	600	3.0	28	Man	DR	6.7	575	2.5	3Br	17.0	—	1700
Eight CT.....	1933	121	—	—	P	DR	—	3.0	—	Man	DR	6.7	—	2.5	3Br	26.0	8.2	1800
Eight CQ.....	1933	117	—	—	P	DR	600	3.0	28	Man	DR	6.7	—	2.5	3Br	18.0	8.1	2300
Six CA.....	1934	117	—	4.7	P	DR	—	—	—	Man	DR	6.7	—	2.5	3Br	18.0	8.2	2600
Six CY.....	1934	121	—	4.7	P	DR	—	—	—	Man	DR	6.7	—	2.5	3Br	18.0	8.2	2600
Eight CU.....	1934	136	18.1	6.7	P	DR	600	3.0	15	Man	DR	6.7	—	2.5	3Br	18.0	8.2	2600
Eight CV.....	1934	136	18.1	6.7	P	DR	600	3.0	15	Man	DR	6.7	—	2.5	3Br	17.0	8.2	—
Six C6, C7.....	1935-6	119	15.7	5.8	P	AL	—	—	—	Man	AL	7.0	—	—	VR	21.0	—	—
Eight CZ, C8.....	1935-6	119	15.7	5.8	P	AL	—	—	—	Man	AL	7.0	—	—	VR	21.0	—	—
Eight Airflow.....	1935-6	136	18.1	6.7	P	AL	—	—	—	Man	AL	7.0	—	—	VR	21.0	—	—
<b>DE SOTO</b>																		
Six CK.....	1930	90	12.5	4.7	N	DR	—	—	—	Bend	DR	7.0	575	2.5	3Br	16.0	—	2300
Eight CF.....	1930-1	100	14.5	5.0	P	DR	600	3.0	28	Man	DR	7.0	575	2.5	3Br	16.0	—	2300
Six SA.....	1931	84	12.0	4.5	P	DR	600	3.0	16	Man	DR	7.0	575	2.5	3Br	16.0	—	2300
Six SC.....	1932	84	12.0	4.5	P	DR	600	3.0	15	Man	DR	6.7	—	2.5	3Br	19.0	—	2300
Six SD.....	1933	90	12.0	4.7	P	DR	600	3.0	15	Man	DR	6.7	—	2.5	3Br	19.0	—	2300
Six SE.....	1934	117	12.0	4.7	P	DR	—	—	—	Man	DR	6.7	—	2.5	—	18.0	8.2	2600
Six.....	1935-6	119	15.7	5.8	P	AL	—	—	—	Man	AL	6.5	—	1.0	VR	21.0	—	—
Six Airflow.....	1935-6	119	15.7	5.8	P	AL	—	—	—	Man	AL	7.0	—	1.0	VR	21.0	—	—
<b>DODGE</b>																		
Six DD.....	1930	90	—	—	P	DR	—	—	—	Man	DR	7.0	575	2.5	3Br	16.0	—	2300
Eight DC.....	1930	100	—	—	P	DR	—	—	—	Man	DR	7.0	575	2.5	3Br	16.0	—	2300
Six DH.....	1931	84	12.0	4.5	P	DR	600	3.0	16	Man	DR	7.0	575	2.5	3Br	16.0	—	2300
Eight DG.....	1931	100	12.0	5.0	P	DR	600	3.0	28	Man	DR	7.0	575	2.5	3Br	16.0	—	2300
Six DL.....	1932	84	12.0	4.5	P	DR	600	3.0	15	Man	DR	6.7	—	2.5	3Br	19.0	—	2300
Eight DK.....	1932	117	12.0	4.7	P	DR	600	3.0	28	Man	DR	6.7	—	2.5	3Br	19.0	—	2300
Six DP, DQ.....	1933	84	12.0	4.5	P	DR	600	3.0	15	Man	DR	6.7	—	2.5	3Br	19.0	—	2300
Eight DO.....	1933	117	12.0	4.7	P	DR	600	3.0	28	Man	DR	6.7	—	2.5	3Br	26.0	—	1800
Six DS, DR.....	1934	84	12.0	4.5	P	DR	475	3.6	12	Man	DR	6.7	—	2.5	3Br	18.0	8.2	2600
Six Std. DT.....	1934	90	12.0	4.5	P	DR	475	3.6	12	Man	DR	6.7	—	2.5	3Br	19.0	8.3	2400
Six DU, D2.....	1935-6	90	12.0	4.7	P	AL	—	—	—	Man	AL	7.0	—	—	VR	21.0	—	—
Six D3.....	1935-6	86	12.0	4.7	P	AL	—	—	—	Man	AL	7.0	—	—	3Br	21.0	—	—
Six DV Del., D4.....	1935-6	86	12.0	4.7	P	AL	—	—	—	Man	AL	7.0	—	—	VR	21.0	—	—
<b>DURANT</b>																		
6-11.....	1930	106	12.0	4.5	N	AL	570	3.0	12	Bend	AL	7.5	650	0.5	3Br	15.0	7.9	2100
6-14.....	1930	106	12.0	4.5	N	AL	550	3.4	15	Bend	AL	7.5	750	0.5	3Br	15.0	7.9	2100
6-17.....	1931	117	—	—	N	AL	760	3.6	15	Bend	AL	7.0	580	1.5	3Br	15.0	8.0	2100
6-18.....	1931	87	12.0	4.5	N	AL	150	3.0	12	Bend	AL	7.5	650	0.5	3Br	15.0	7.9	2100
<b>ERSKINE</b>																		
Six 53.....	1930	90	5.7	5.7	P	DR	575	3.2	15	Bend	DR	6.4	600	1.0	3Br	19.0	6.0	1650

AL—Auto-Lite  
N—Negative

Bend—Bendix  
P—Positive

DR—Delco-Remy  
VR—Voltage regulator

Man—Manual  
3Br—Third brush



# New THE GREATEST ADVANCE EVER MADE IN BATTERY DESIGN

What a battery! Extra starting power equivalent to 4 additional plates. 68% more power than S. A. E. requirements — 22% extra capacity for electrical accessories — terminal corrosion eliminated — 24 months' insured life. What a sales program you can build up around this new USL "Power Sealed" battery!

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**USL BATTERY LIMITED**

CANADA

TORONTO

Outside  
Cell Connectors  
are Gone!



# USL Power-Sealed BATTERIES



# BATTERY — STARTING MOTOR — GENERATOR

Make and Model	Year	Battery—Amp. Hr. Capacity	Bench Charging Rate—Start	Bench Charging Rate—Finish	Terminal Grounded	Starting Motor—Make	Lock Test—Amp. Draw	Lock Test—Volts	Lock Test—Torque	Drive Type	Generator—Make	Cutout Relay—Volts to Close	Cutout Relay—Armature Speed to Close	Cutout Relay—Amps. to Open	Type Generator Regulation	Maximum Charging Rate—Amps., Cold	Maximum Charging Rate—Volts, Cold	Maximum Charging Rate—Armature Speed, Cold
<b>ESSEX</b>																		
Super 6.....	1930-1	105	6.0	6.0	N	AL	470	3.5	10	Bend	AL	6.4	900	0.5	3Br	14.0	8.0	1900
Six.....	1932	105	7.0	7.0	N	AL	470	3.5	10	Bend	AL	6.4	900	2.0	3Br	17.0	8.0	2250
Terraplane 6.....	1933	86	5.0	3.0	N	AL	470	3.5	12	Bend	AL	6.4	800	2.0	3Br	17.0	8.0	2250
Terraplane 8.....	1933	86	5.0	3.0	N	AL	610	3.5	12	Bend	AL	6.4	800	2.0	3Br	17.0	8.0	2250
<b>FORD</b>																		
Model A.....	1930-2	80	10.0	2.0	P	AL	175	3.0	—	Bend	Own	8.0	—	2.0	3Br	10.0	7.0	1500
Model B.....	1933	80	10.0	2.0	P	AL	500	3.0	16	Bend	Own	8.0	—	2.0	3Br	12.0	7.0	1600
V-8.....	1932-3	80	10.0	2.0	P	AL	500	3.2	16	Bend	Own	8.0	—	2.0	3Br	12.0	7.0	1600
V-8.....	1934	80	10.0	2.0	P	AL	600	3.2	16	Bend	AL	8.0	—	3.0	3Br	12.0	7.0	1600
V-8.....	1935	96	10.0	2.0	P	AL	600	3.2	16	Bend	AL	8.0	—	3.0	3Br	13.0	7.0	1600
V-8.....	1936	96	10.0	2.0	P	AL	600	3.2	16	Bend	AL	8.0	—	3.0	3Br	18.0	7.0	1600
<b>FRONTENAC</b>																		
Six E, 6-70.....	1931-2	87	12.0	4.5	N	AL	150	3.0	12	Bend	AL	7.5	650	0.5	3Br	15.0	7.9	2100
6-85.....	1932	119	8.0	6.0	N	AL	525	3.0	17	Bend	AL	7.5	750	0.5	3Br	17.0	7.9	1875
C-400.....	1933	90	8.0	6.0	N	AL	—	—	—	Bend	AL	6.7	700	2.5	3Br	18.0	7.9	1875
<b>GRAHAM</b>																		
Six Std.....	1930	84	12.0	4.5	P	DR	510	3.6	12	Bend	DR	7.0	800	12	3Br	19.0	7.5	1800
Six Spec.....	1930	100	14.0	5.2	P	DR	570	3.2	14	Bend	DR	7.2	600	14	3Br	19.0	7.7	1600
Eight Std.....	1930	100	14.0	5.2	P	DR	570	3.1	15	Man	DR	7.2	800	15	3Br	19.0	7.7	1600
Eight Spec. Cus.....	1930	114	13.0	5.0	P	DR	570	3.1	15	Man	DR	7.2	800	15	3Br	19.0	7.7	1600
Six Std.....	1931	100	14.0	5.2	P	DR	570	3.2	14	Man	DR	7.0	800	2.5	3Br	19.0	7.5	1800
Six Spec.....	1931	100	14.0	5.2	P	DR	570	3.2	14	Man	DR	7.2	600	2.5	3Br	19.0	7.7	1600
Eight Spec.....	1931	100	14.0	5.2	P	DR	570	3.1	15	Man	DR	7.0	600	2.5	3Br	19.0	7.7	1600
Eight Cust.....	1931	100	14.0	5.2	P	DR	570	3.1	15	Man	DR	7.0	800	2.5	3Br	19.0	7.7	1700
Six.....	1932	84	12.0	4.5	P	DR	475	3.7	12	Man	DR	6.7	800	2.5	3Br	18.0	8.3	1300
Eight.....	1932	100	14.0	5.2	P	DR	600	3.0	16	Man	DR	6.7	600	2.5	3Br	18.0	8.3	1300
Six Std.....	1933-4	86	12.0	4.5	P	DR	475	3.7	12	Man	DR	6.7	800	2.5	3Br	19.0	8.4	1450
Eight.....	1933-4	100	14.0	5.2	P	DR	600	3.0	16	Man	DR	6.7	600	2.5	3Br	19.0	8.2	1700
Six.....	1935	86	12.0	4.5	P	DR	475	3.6	12	Man	DR	6.7	—	2.5	3Br	15.0	7.0	2400
Six Spec.....	1935	84	12.0	4.5	P	DR	475	3.6	12	Man	DR	6.7	—	2.5	3Br	16.0	8.0	2400
Eight.....	1935	100	14.0	5.2	P	DR	475	3.6	12	Man	DR	6.3	—	2.5	3Br	17.0	8.2	2400
Eight Super C.....	1935	100	14.0	5.2	P	DR	475	3.6	12	Man	DR	6.3	—	2.5	3Br	20.0	8.5	2800
6-80 Crusader.....	1936	86	12.0	4.5	P	DR	475	3.6	12	Man	DR	6.8	800	2.5	3Br	16.0	8.3	2400
6-90 Cavalier.....	1936	100	14.0	5.2	P	DR	475	3.6	12	Man	DR	7.0	800	2.0	3Br	16.0	8.5	2400
6-110 Super C.....	1936	100	14.0	5.2	P	DR	475	3.6	12	Man	DR	7.0	800	2.0	3Br	16.0	8.5	2400
<b>HUDSON</b>																		
Great 8.....	1930-1	105	6.0	6.0	N	AL	—	—	16	Bend	AL	6.4	900	0.5	3Br	15.0	8.0	1900
Eight.....	1932	105	7.7	7.7	N	AL	610	3.0	16	Bend	AL	6.4	900	2.0	3Br	17.0	8.0	1900
Super Six.....	1933	105	7.0	7.0	N	AL	—	—	12	Bend	AL	6.4	900	2.0	3Br	17.0	8.0	1900
Eight.....	1933	105	7.0	7.0	N	AL	—	—	16	Bend	AL	6.4	900	2.0	3Br	18.0	8.0	1900
Eight.....	1934	120	7.0	7.0	P	AL	775	4.0	22	Bend	AL	6.4	800	2.0	3Br	22.0	8.0	2250
Big Six.....	1935	105	7.0	7.0	P	AL	775	4.0	22	Bend	AL	6.4	800	2.0	3Br	22.0	8.0	2250
Eight.....	1935	125	7.0	7.0	P	AL	775	4.0	22	Bend	AL	6.4	800	2.0	VR	22.0	8.0	2250
Six.....	1936	120	7.0	7.0	P	AL	775	4.0	22	Bend	AL	6.4	800	2.0	VR	22.0	8.0	2250
Eight.....	1936	135	7.0	8.0	P	AL	775	4.0	22	Bend	AL	6.4	800	2.0	VR	22.0	8.0	2250

AL—Auto-Lite

Bend—Bendix  
N—Negative

P—Positive

DR—Delco-Remy  
3Br—Third brush

Man—Manual



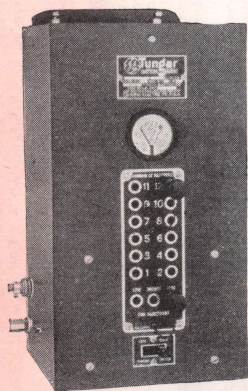
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#### 12 BATTERY TUNGAR

Price—\$44—60 cycle, \$49—25 cycle. Pays for itself in less than two months by charging as few as 20 batteries a week.

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There's real money to be made in battery charging! So why not put your shop in a position to offer your customers this added service instead of losing valuable business to your competitor "up the street". Tungar works in so small a space, with so little supervision that any shop can use it—profitably! You need no electrical engineer around. Just hook up the batteries, set the current regulator and turn on the switch. Average cost for electric energy and bulb depreciation is less than 10c per battery! Compare Tungar's low price before buying any charger.



If you already have a battery charger choose Genuine TUNGAR BULBS when replacements are needed. Their tested quality offers the economy of longer service.

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**CANADIAN GENERAL ELECTRIC CO. LIMITED**  
VANCOUVER CALGARY WINNIPEG TORONTO OTTAWA MONTREAL HALIFAX

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# BATTERY — STARTING MOTOR — GENERATOR

Make and Model	Year	Battery—Amp. Hr. Capacity	Bench Charging Rate—Start	Bench Charging Rate—Finish	Terminal Grounded	Starting Motor—Make	Lock Test—Amp. Draw	Lock Test—Volts	Lock Test—Torque	Drive Type	Generator—Make	Cutout Relay—Volts to Close	Cutout Relay—Armature Speed to Close	Cutout Relay—Amps. to Open	Type Generator Regulation	Maximum Charging Rate—Amps., Cold	Maximum Charging Rate—Volts, Cold	Maximum Charging Rate—Armature Speed, Cold
<b>HUPMOBILE</b>																		
Six S.....	1930	100	7.5	5.2	P	AL	—	—	—	Bend	AL	—	—	—	3Br	—	—	—
Eight C.....	1930-1	110	15.5	5.0	P	AL	—	—	—	Bend	AL	—	—	—	3Br	—	—	—
Eight H, U.....	1930-1	132	—	—	P	AL	—	—	—	Bend	AL	—	—	—	3Br	—	—	—
Six Century.....	1931	100	7.5	5.2	P	AL	—	—	—	Bend	AL	—	—	—	3Br	—	—	—
Eight Century.....	1931	110	15.5	5.0	P	AL	—	—	—	Bend	AL	—	—	—	3Br	—	—	—
Six 214.....	1932	100	7.5	5.2	P	AL	—	—	—	Bend	AL	—	—	—	3Br	—	—	—
Six 216.....	1932	121	—	—	P	AL	—	—	—	Bend	AL	—	—	—	3Br	—	—	—
Eight 218.....	1932	110	15.5	5.0	P	AL	—	—	—	Bend	AL	—	—	—	3Br	—	—	—
Eight 221.....	1932	110	15.5	5.0	P	AL	—	—	—	Bend	AL	—	—	—	3Br	—	—	—
Eight 222.....	1932	121	—	—	P	AL	—	—	—	Bend	AL	—	—	—	3Br	—	—	—
Eight 225.....	1932	132	—	—	P	AL	—	—	—	Bend	AL	—	—	—	3Br	—	—	—
Eight 226.....	1932	121	—	—	P	AL	—	—	—	Bend	AL	—	—	—	3Br	—	—	—
Eight 237.....	1932	132	—	—	P	AL	—	—	—	Bend	AL	—	—	—	3Br	—	—	—
Six 321.....	1933	119	—	—	P	AL	—	—	—	Bend	AL	—	—	—	3Br	—	—	—
Eight 322.....	1933	119	—	—	P	AL	—	—	—	Bend	AL	—	—	—	3Br	—	—	—
Eight 326.....	1933	119	—	—	P	AL	—	—	—	Bend	AL	—	—	—	3Br	—	—	—
Six 417.....	1934	100	7.5	5.2	P	AL	—	—	—	Bend	AL	—	—	—	3Br	—	—	—
Six 421-421A.....	1934	119	—	—	P	AL	—	—	—	Bend	AL	7.5	—	—	3Br	19.0	8.2	1750
Six 421J.....	1934	113	13.0	5.0	P	AL	—	—	—	Bend	AL	—	—	—	3Br	—	—	—
Eight 422.....	1934	119	—	—	P	AL	—	—	—	Bend	AL	7.5	—	—	3Br	19.0	8.2	1750
Eight 426.....	1934	119	—	—	P	AL	—	—	—	Bend	AL	7.5	—	—	3Br	19.0	8.2	1750
Eight 427.....	1934	121	—	—	P	AL	—	—	—	Bend	AL	—	—	—	3Br	—	—	—
Six 517.....	1935	100	—	—	P	AL	—	—	—	Bend	AL	7.0	—	2.5	3Br	19.0	8.0	2400
Six 518.....	1935	100	7.5	5.2	P	AL	—	—	—	Bend	AL	7.0	600	2.5	3Br	22.0	8.0	2500
Eight 521-0.....	1935	119	7.0	3.0	P	AL	—	—	—	Bend	AL	6.7	—	1.5	3Br	22.0	8.0	2400
Eight 527.....	1935	121	15.7	5.8	P	AL	—	—	—	Bend	AL	7.0	—	2.5	VC	19.0	8.0	2400
Six 618-G.....	1936	100	7.5	5.2	P	AL	570	3.0	12	Bend	AL	6.7	800	0.5	VC	20.0	8.0	2200
Eight 621-N.....	1936	119	7.5	3.0	P	AL	550	3.0	15	Bend	AL	6.7	650	0.5	VC	22.0	8.8	2200

## LA FAYETTE

Six.....	1934-5	115	13.0	5.0	P	AL	—	—	—	Bend	AL	7.0	—	0.5	3Br	18.0	—	—
Six 3610.....	1936	115	13.0	5.0	P	AL	—	—	—	Bend	AL	7.0	—	0.5	VC	18.0	—	—

## LA SALLE

V-8 340.....	1930	100	10.0	8.0	P	DR	600	3.0	28	ORC	DR	7.5	420	2.5	3Br	18.0	7.3	1600
V-8 345.....	1931	120	10.0	8.0	P	DR	600	3.0	28	Man	DR	7.5	420	2.5	3Br	18.0	7.3	1600
V-8 345B, C.....	1932-3	130	10.0	8.0	P	DR	600	3.0	28	Man	DR	6.8	420	2.0	3Br	22.0	8.6	1450
Eight 350.....	1934-5	125	10.0	8.0	N	DR	600	3.0	15	Man	DR	6.8	—	0.5	—	13.0	7.7	1300
Eight 36-50.....	1936	110	9.0	7.0	P	DR	600	3.0	15	Man	DR	6.8	—	3.0	VC	22.0	8.1	1900

## MARQUETTE

Six 6-30.....	1930	85	6.0	6.0	N	DR	525	3.5	12	Man	DR	6.5	700	2.5	3Br	18.0	8.5	1600
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AL—Auto-Lite  
N—Negative

Bend—Bendix  
ORC—Overrunning clutch  
VR—Voltage regulator

DR—Delco-Remy  
3Br—Third brush  
Man—Manual  
P—Positive



# *Prest-O-Lite*

## **Storage Battery**

**—right for every car**

*Used in Canada as standard original equipment on*

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CHEVROLET — OLDS—  
PONTIAC — BUICK —  
LA SALLE — CADILLAC  
—PACKARD AND REO  
CARS AND FORD  
(PARTIAL)

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DITCHBURN BOATS —  
GRAVETTE BOATS —  
ST. LAWRENCE EN-  
GINES — ACADIA GAS  
ENGINES — BENDIX  
ECLIPSE ELECTRIC  
OUTBOARD MOTORS—  
BIG "A" WIND POWER  
AND GAS POWER  
LIGHTING AND POWER  
UNITS.

#### *Trucks*

CHEVROLET — MAPLE  
LEAF — G. M. C. —  
FORD (PARTIAL) —  
REO AND INTERNA-  
TIONAL TRUCKS.

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Canadian motor car and truck manufacturers use more Prest-O-Lite Batteries for standard equipment than all other brands combined.

*There is a reason—get in the game—it's easy to get  
business where business is—*

### **PREST-O-LITE STORAGE BATTERY CO. LIMITED**

**MONTREAL**

**TORONTO**

**WINNIPEG**

**VANCOUVER**

*Western Distributors:*

**MARSHALL-WELLS COMPANIES**



# BATTERY — STARTING MOTOR — GENERATOR

Make and Model	Year	Battery—Amp. Hr. Capacity	Bench Charging Rate—Start	Bench Charging Rate—Finish	Terminal Grounded	Starting Motor—Make	Lock Test—Amp. Draw	Lock Test—Volts	Lock Test—Torque	Drive Type	Generator—Make	Cutout Relay—Volts to Close	Cutout Relay—Armature Speed to Close	Cutout Relay—Amps. to Open	Type Generator Regulation	Maximum Charging Rate—Amps., Cold	Maximum Charging Rate—Volts, Cold	Maximum Charging Rate—Armature Speed, Cold
<b>McLAUGHLIN-BUICK</b>																		
Six 40.....	1930	100	7.0	7.0	N	DR	600	3.0	15	Man	DR	6.7	650	2.5	3Br	18.0	8.5	1600
Six 50, 60.....	1930	120	8.0	8.0	N	DR	300	3.0	15	Man	DR	6.7	650	2.5	3Br	18.0	8.5	1600
Eight 50.....	1931	85	6.0	6.0	N	DR	600	3.0	15	Man	DR	6.7	650	2.5	3Br	18.0	8.5	1600
Eight 60.....	1931	100	7.0	7.0	N	DR	600	3.0	15	Man	DR	6.7	650	2.5	3Br	18.0	8.5	1600
Eight 80-90.....	1931	120	8.0	8.0	N	DR	600	3.0	15	Man	DR	6.7	650	2.5	3Br	18.0	8.5	1600
Eight 50.....	1932	100	4.9	4.6	N	DR	600	3.0	15	Man	DR	6.7	650	2.5	3Br	18.0	8.5	1600
Eight 60.....	1932	120	5.7	5.3	N	DR	600	3.0	15	Man	DR	6.7	650	2.5	3Br	18.0	8.5	1600
Eight 80-90.....	1932	145	5.7	5.3	N	DR	600	3.0	15	Man	DR	6.7	650	2.5	3Br	18.0	8.5	1600
Eight 50.....	1933	100	7.0	7.0	N	DR	600	3.0	15	Man	DR	6.7	600	2.5	3Br	18.0	8.5	1800
Eight 60.....	1933	120	8.0	8.0	N	DR	600	3.0	15	Man	DR	6.7	600	2.5	3Br	18.0	8.5	1800
Eight 80-90.....	1933	135	9.0	9.0	N	DR	600	3.0	15	Man	DR	6.7	600	2.5	3Br	18.0	8.5	1800
Eight 40, 44.....	1934-5	125	7.0	7.0	N	DR	475	3.0	12	Man	DR	6.7	700	1.5	3Br	18.0	8.5	1800
Eight 50, 45.....	1934-5	125	7.0	7.0	N	DR	600	3.0	15	Man	DR	6.7	—	1.5	3Br	18.0	8.5	1800
Eight 60, 46.....	1934-5	125	8.0	8.0	N	DR	600	3.0	16	Man	DR	6.7	—	1.5	3Br	18.0	8.5	1800
Eight 90, 49.....	1934-5	145	9.0	9.0	N	DR	600	3.0	16	Man	DR	6.7	—	1.5	3Br	18.0	8.5	1800
Eight 44.....	1936	100	7.5	6.0	N	DR	475	3.0	12	Man	DR	6.6	800	1.0	VR	17.0	8.8	2400
Eight 46.....	1936	110	9.0	7.0	N	DR	600	3.0	16	Man	DR	6.5	800	1.0	VR	18.0	8.8	2800
Eight 48, 49.....	1936	110	9.0	7.0	N	DR	600	3.0	16	Man	DR	6.5	800	1.0	VR	18.0	8.8	2800
<b>NASH</b>																		
6-450.....	1930	105	6.9	6.9	N	AL	—	—	—	Bend	AL	—	—	—	3Br	—	—	—
6-480.....	1930	120	—	—	P	AL	—	—	—	Bend	AL	—	—	—	3Br	—	—	—
8-490.....	1930	148	—	—	P	AL	—	—	—	Bend	AL	—	—	—	3Br	—	—	—
6-60, 960.....	1931-2	105	6.9	6.9	N	AL	150	6.0	25	Bend	AL	7.0	700	2.0	3Br	18.0	8.0	1800
8-70, 970.....	1931-2	120	6.9	6.9	N	AL	150	6.0	25	Bend	AL	7.0	700	2.0	3Br	18.0	8.0	1800
8-80, 980.....	1931-2	120	—	—	P	AL	530	3.0	17	Bend	AL	7.0	750	1.2	3Br	16.0	8.0	2100
8-90.....	1931	152	—	—	P	AL	530	3.0	17	Bend	AL	7.0	750	1.2	3Br	16.0	8.0	2100
6 Big 1060.....	1932	115	13.0	5.0	N	AL	150	6.0	25	Bend	AL	—	—	—	3Br	—	—	—
8-970.....	1932	120	6.9	6.9	N	AL	150	6.0	25	Bend	AL	7.0	700	2.0	3Br	18.0	8.0	1800
8 Std. 1070.....	1932	115	13.0	5.0	N	AL	150	6.0	25	Bend	AL	—	—	—	3Br	—	—	—
8-990.....	1932	152	—	—	P	AL	530	3.0	17	Bend	AL	7.0	725	0.5	3Br	18.0	8.0	2100
8 Spec. 1080.....	1932	133	15.0	6.0	P	AL	—	—	—	Bend	AL	—	—	—	3Br	—	—	—
8 Adv. 1090.....	1932	152	18.0	7.0	P	AL	530	3.0	17	Bend	AL	—	—	—	3Br	—	—	—
8 Amb. 1080.....	1932	152	18.0	7.0	P	AL	530	3.0	17	Bend	AL	—	—	—	3Br	—	—	—
6 Big.....	1933-4	115	13.0	5.0	N	AL	150	6.0	25	Bend	AL	7.0	—	0.5	3Br	—	—	—
8 Std. 1130.....	1933	115	13.0	5.0	N	AL	150	6.0	25	Bend	AL	7.0	—	0.5	3Br	—	—	—
8 Spec. 1170.....	1933	120	15.0	6.0	N	AL	150	6.0	25	Bend	AL	—	—	—	3Br	—	—	—
8 Adv.....	1933-4	133	15.0	6.0	P	AL	—	—	—	Bend	AL	7.0	—	0.5	3Br	—	—	—
8 Amb.....	1933-4	152	18.0	7.0	P	AL	530	3.0	17	Bend	AL	7.0	—	0.5	3Br	—	—	—
(Adv. 3520.....	1935	115	13.0	5.0	P	AL	165	5.0	18	Bend	AL	7.0	—	0.5	3Br	18.0	—	—
8.....	1935	135	15.5	6.0	P	AL	165	5.0	18	Bend	AL	7.0	—	0.5	3Br	18.0	—	—
6.....	1936	120	13.0	5.0	P	AL	165	5.0	18	Bend	AL	7.0	—	0.5	3Br	18.0	—	—
8 Amb.....	1936	133	15.5	6.0	P	AL	165	5.0	18	Bend	AL	7.0	—	0.5	3Br	18.0	—	—
<div> AL—Auto-Lite Bend—Bendix DR—Delco-Remy Man—Manual </div> <div> N—Negative P—Positive 3Br—Third brush </div>																		



# BATTERY — STARTING MOTOR — GENERATOR

Make and Model	Year	Battery—Amp. Hr. Capacity	Bench Charging Rate—Start	Bench Charging Rate—Finish	Terminal Grounded	Starting Motor—Make	Lock Test—Amp. Draw	Lock Test—Volts	Lock Test—Torque	Drive Type	Generator—Make	Cutout Relay—Volts to Close	Cutout Relay—Armature Speed to Close	Cutout Relay—Amps. to Open	Type Generator Regulation	Maximum Charging Rate—Amps., Cold	Maximum Charging Rate—Volts, Cold	Maximum Charging Rate—Armature Speed, Cold
<b>OAKLAND</b>																		
Eight.....	1930-1	100	5.2	5.0	N	DR	570	3.2	15	Man	DR	7.5	575	1.0	3Br	19.0	8.4	1450
Eight.....	1931	100	5.2	5.0	N	DR	570	3.2	15	Man	DR	6.7	575	2.5	3Br	19.0	8.3	1450
<b>OLDSMOBILE</b>																		
Six F-30.....	1930	80	12.5	4.5	N	DR	475	3.6	12	Man	DR	7.0	575	2.0	3Br	19.0	7.6	1600
Six F-31.....	1931	80	12.5	4.5	N	DR	475	3.6	12	Man	DR	6.7	650	2.0	3Br	18.0	8.4	1450
Six F.....	1932-3	86	12.5	4.5	N	DR	475	3.6	12	Man	DR	6.7	825	2.0	3Br	18.0	8.4	1450
Eight L-32.....	1932	98	12.5	5.2	N	DR	600	3.0	16	Man	DR	6.7	650	2.0	3Br	18.0	8.4	1450
Eight L-33.....	1933	100	12.5	5.3	N	DR	475	3.6	12	Man	DR	6.7	825	2.0	3Br	18.0	8.4	1450
Six F-34.....	1934	105	12.5	4.5	N	DR	475	3.6	12	Man	DR	7.0	—	1.0	3Br	19.0	8.4	3100
Eight L-34.....	1934	125	12.5	5.2	N	DR	600	3.0	15	Man	DR	7.0	—	1.0	3Br	19.0	8.4	3100
Six F-35.....	1935	105	12.5	4.5	N	DR	475	3.6	12	Man	DR	7.2	—	1.0	VR	22.0	8.6	2800
Eight L-35.....	1935	125	12.5	5.2	N	DR	600	3.0	15	Man	DR	7.1	—	1.0	VR	22.0	8.6	2800
Six F-36.....	1936	100	7.5	6.0	N	DR	570	3.1	15	Man	DR	7.5	800	1.0	VR	22.0	8.4	3000
Eight L-36.....	1936	110	9.0	7.0	N	DR	600	3.0	15	Man	DR	7.5	800	1.0	VR	22.0	8.4	3000
<b>PACKARD</b>																		
8 Std. 726-733.....	1930	140	15.0	10.0	P	OD	—	—	—	Bend	OD	6.5	470	3.0	3Br	18.0	8.0	1300
8 Speed. 734.....	1930	140	15.0	10.0	P	OD	—	—	—	Bend	OD	6.5	470	3.0	3Br	18.0	8.0	1300
8 Cust. 740.....	1930	160	15.0	10.0	P	OD	660	3.1	35	Bend	OD	6.5	470	3.0	3Br	18.0	8.0	1300
8 Del. 745.....	1930	160	15.0	10.0	P	OD	660	3.1	35	Bend	OD	6.5	470	3.0	3Br	18.0	8.0	1300
8 Std. 826-834.....	1931	160	15.0	10.0	P	OD	660	3.1	35	Bend	OD	6.5	470	3.0	3Br	18.0	8.0	1300
8 Del. 840-845.....	1931	160	15.0	10.0	P	OD	660	3.1	35	Bend	OD	6.5	470	3.0	3Br	18.0	8.0	1300
8 Std. 901-902.....	1932	160	15.0	10.0	P	OD	660	3.1	35	Bend	OD	6.5	600	3.0	3Br	18.0	8.0	1500
8 Del. 903-904.....	1932	160	15.0	10.0	P	OD	660	3.1	35	Bend	OD	6.5	600	3.0	3Br	18.0	8.0	1500
Eight.....	1933-4	144	15.0	10.0	P	OD	650	3.6	27	Bend	OD	6.8	600	3.0	3Br	22.0	8.0	1500
Super 8.....	1933-4	144	15.0	10.0	P	OD	650	3.5	35	Bend	OD	6.8	600	3.0	3Br	22.0	8.0	1500
Twelve.....	1933-4	144	15.0	10.0	P	OD	650	3.5	35	Bend	OD	6.8	600	3.0	3Br	22.0	8.0	1500
8-120.....	1935	114	12.5	4.5	P	AL	875	4.0	25	Bend	AL	6.8	710	1.0	VR	23.0	8.6	2200
Eight.....	1935	144	15.0	10.0	P	OD	700	3.4	28	Bend	OD	6.8	600	3.0	VR	30.0	8.0	3500
Super 8.....	1935	144	15.0	10.0	P	OD	810	3.5	39	Bend	OD	6.8	600	3.0	VR	30.0	8.0	3000
Twelve.....	1935	144	15.0	10.0	P	OD	810	3.5	39	Bend	OD	6.8	600	3.0	VR	30.0	8.0	3000
8 120-B.....	1936	110	9.0	7.0	P	AL	875	4.0	25	Bend	AL	6.8	710	1.0	VR	23.0	8.6	2200
Eight.....	1936	150	11.0	9.0	P	OD	650	3.4	28	Bend	OD	6.8	600	3.0	VR	30.0	8.0	3500
Super 8.....	1936	150	11.0	9.0	P	OD	810	3.5	39	Bend	OD	6.8	600	3.0	VR	30.0	8.0	3000
Twelve.....	1936	150	11.0	9.0	P	OD	810	3.5	39	Bend	OD	6.8	600	3.0	VR	30.0	8.0	3000
<b>PLYMOUTH</b>																		
30-U.....	1930	90	12.5	4.7	N	DR	—	—	—	Bend	DR	6.7	—	2.5	3Br	15.0	—	1900
PA.....	1931	84	12.0	4.5	P	DR	—	—	—	Man	DR	6.7	—	2.5	3Br	15.0	—	1900
Six.....	1932-3	84	12.0	4.7	P	DR	475	3.7	12	Man	DR	6.7	—	2.5	3Br	19.0	—	2300
Six PF, PE.....	1934	86	12.0	4.5	P	DR	475	3.6	12	Man	DR	6.7	—	2.5	3Br	15.0	8.0	1900
Six.....	1935-6	86	12.0	4.5	P	AL	—	—	—	Man	AL	7.0	—	1.0	3Br	21.0	—	—

AL—Auto-Lite  
N—Negative

Bend—Bendix  
OD—Owens-Dyneto

DR—Delco-Remy  
P—Positive

Man—Manual  
VR—Voltage regulator

3Br—Third brush



# BATTERY — STARTING MOTOR — GENERATOR

Make and Model	Year	Battery—Amp. Hr. Capacity	Bench Charging Rate—Start	Bench Charging Rate—Finish	Terminal Grounded	Starting Motor—Make	Lock Test—Amp. Draw	Lock Test—Volts	Lock Test—Torque	Drive Type	Generator—Make	Cutout Relay—Volts to Close	Cutout Relay—Armature Speed to Close	Cutout Relay—Amps. to Open	Type Generator Regulation	Maximum Charging Rate—Amps., Cold	Maximum Charging Rate—Volts, Cold	Maximum Charging Rate—Armature Speed, Cold
<b>PONTIAC</b>																		
Six Big 6-30.....	1930	80	12.5	4.5	N	DR	475	3.6	12	Man	DR	6.8	—	1.0	3Br	16.0	8.2	1700
Six M-401.....	1931	100	4.5	4.5	NZ	DR	475	3.6	12	Man	DR	7.5	675	2.5	3Br	18.0	8.2	1700
Six M-402.....	1932	100	4.5	4.5	NZ	DR	475	3.6	12	Man	DR	6.7	675	2.5	3Br	16.0	8.2	1700
Eight M-601.....	1933	100	7.0	7.0	N	DR	475	3.6	12	Bend	DR	6.7	675	2.5	3Br	16.0	8.2	1700
Eight M-603.....	1934	125	7.0	7.0	N	DR	475	3.6	12	Bend	DR	6.7	675	2.5	3Br	16.0	8.0	2600
Six.....	1935	105	12.5	4.5	N	DR	600	3.0	15	Man	DR	6.5	800	3.0	VR	22.0	8.7	3300
Eight.....	1935	125	12.5	5.2	N	DR	600	3.0	15	Man	DR	6.7	800	3.0	VR	22.0	8.7	3300
Six.....	1936	100	7.5	6.0	N	DR	600	3.0	15	Man	DR	6.5	800	3.0	VR	26.0	9.1	3000
Eight.....	1936	110	9.0	7.0	N	DR	600	3.0	15	Man	DR	6.5	800	3.0	VR	26.0	9.1	3000
<b>REO</b>																		
6-15, 20, 25.....	1930	110	15.0	5.0	N	DR	600	3.0	22	Man	DR	6.7	575	2.5	3Br	19.0	8.3	1800
6-20, 25.....	1931	111	15.0	5.0	N	DR	600	3.0	28	Bend	DR	7.0	575	2.5	3Br	19.0	8.3	1450
8-21, 25.....	1931	110	15.0	5.0	N	DR	600	3.0	22	Bend	DR	6.7	600	2.5	3Br	19.0	8.4	1450
8-30, 35.....	1931	128	18.0	6.0	N	DR	600	3.0	28	Bend	DR	7.0	575	2.5	3Br	19.0	8.3	1450
6-21.....	1932	110	15.0	5.0	N	DR	600	3.0	22	Bend	DR	6.7	575	2.5	3Br	19.0	8.3	1450
8-21, 25.....	1932	110	15.0	5.0	N	DR	600	3.0	22	Bend	DR	6.7	600	2.5	3Br	19.0	8.4	1450
8-31, 35.....	1932	128	18.0	6.0	N	DR	600	3.0	22	Man	DR	6.7	575	2.5	3Br	19.0	8.3	1450
6-35.....	1933	102	15.0	5.0	N	DR	550	3.0	14	Bend	DR	6.7	500	2.5	3Br	18.0	8.3	1800
8 Royale.....	1933	136	18.0	6.0	N	DR	550	3.3	24	Man	DR	6.7	600	2.0	3Br	19.0	8.4	1600
6 Flying Cld. S4.....	1934	102	15.0	5.0	N	DR	570	2.2	15	Bend	DR	6.7	575	0.5	3Br	19.0	8.3	1450
8 Royale N2.....	1934	136	18.0	6.0	N	DR	550	3.3	24	Man	DR	6.7	575	2.0	3Br	19.0	8.3	1450
6 Fly. Cld. 6A.....	1935	102	15.0	5.0	N	DR	475	3.6	12	Bend	DR	6.7	—	0.5	3Br	18.0	8.3	2000
6 Royale 7S.....	1935	102	15.0	5.0	N	DR	570	2.2	15	Bend	DR	6.7	—	0.5	3Br	18.0	8.3	2000
6 Flying Cloud.....	1936	100	7.5	6.0	N	DR	475	3.6	12	Bend	DR	6.8	—	0.5	3Br	18.0	8.3	2000
<b>ROCKNE</b>																		
6-65.....	1931-3	102	5.7	5.7	P	AL	570	3.0	12	Bend	AL	7.0	750	0.5	3Br	18.0	8.0	2400
6-75.....	1932	102	5.7	5.7	P	AL	550	3.3	14	Bend	AL	7.0	725	2.0	3Br	16.0	7.3	2000
<b>STUDEBAKER</b>																		
Six 6-53.....	1930	90	5.7	5.7	P	DR	575	3.2	15	Bend	DR	6.4	600	1.0	3Br	19.0	6.0	1650
Dict. 6-GL.....	1930	90	5.7	5.7	P	DR	575	3.2	15	Man	DR	6.4	600	1.0	3Br	19.0	6.0	1650
Dict. 8-FC.....	1930	90	5.7	5.7	P	DR	575	3.2	15	Man	DR	6.4	550	1.0	3Br	19.0	6.0	1500
Comm. 6-GJ.....	1930	90	5.7	5.7	P	DR	575	3.2	15	Man	DR	6.4	600	1.0	3Br	19.0	7.4	1650
Comm. 8-FP.....	1930	90	5.7	5.7	P	DR	575	3.2	15	Man	DR	6.4	550	1.0	3Br	19.0	7.4	1650
Pres.....	1930	111	5.7	5.7	P	DR	600	3.1	22	Man	DR	6.4	650	1.0	3Br	19.0	7.7	1650
Six 6-54.....	1931	90	5.7	5.7	P	DR	570	3.2	15	Bend	DR	6.4	600	1.0	3Br	19.0	6.0	1850
Dict. 8-61.....	1931	128	5.7	5.7	P	DR	475	3.6	12	Bend	DR	6.4	550	1.0	3Br	19.0	7.4	1650
Comm. 8-70.....	1931	128	5.7	5.7	P	DR	475	3.6	12	Bend	DR	6.4	550	1.0	3Br	19.0	7.4	1650
Pres. 8.....	1931	128	5.7	5.7	P	DR	600	3.0	28	Man	DR	6.4	650	1.0	3Br	22.0	7.7	1700
Six 6-55.....	1932	102	5.7	5.7	P	DR	575	3.2	15	Bend	DR	6.4	780	1.0	3Br	16.0	6.0	2200
Dict. 8-62.....	1932	102	10.0	5.7	P	DR	575	3.2	15	Bend	DR	6.4	550	1.0	3Br	20.0	7.4	2100
Comm. 8-71.....	1932	136	10.0	5.7	P	DR	575	3.0	15	Bend	DR	6.4	550	1.0	3Br	20.0	7.4	2100
Pres. 8-91.....	1932	136	10.0	5.7	P	DR	550	3.0	24	Bend	DR	6.4	650	1.0	3Br	22.0	7.7	1800

(Continued on next page)

AL—Auto-Lite  
N—Negative

Bend—Bendix  
P—Positive

DR—Delco-Remy  
VR—Voltage regulator

Man—Manual  
3Br—Third brush



# BATTERY — STARTING MOTOR — GENERATOR

Make and Model	Year	Battery—Amp. Hr. Capacity	Bench Charging Rate—Start	Bench Charging Rate—Finish	Terminal Grounded	Starting Motor—Make	Lock Test—Amp. Draw	Lock Test—Volts	Lock Test—Torque	Drive Type	Generator—Make	Cutout Relay—Volts to Close	Cutout Relay—Armature Speed to Close	Cutout Relay—Amps. to Open	Type Generator Regulation	Maximum Charging Rate—Amps., Cold	Maximum Charging Rate—Volts, Cold	Maximum Charging Rate—Armature Speed, Cold
<b>STUDEBAKER—Continued</b>																		
Six 6-56.....	1933	102	5.7	5.7	P	DR	575	3.2	15	Bend	DR	6.4	780	1.0	3Br	16.0	6.0	2250
Comm. 8-73.....	1933	102	10.0	5.7	P	DR	575	3.2	15	Bend	DR	6.4	700	1.0	3Br	20.0	7.4	2100
Pres. 8-82.....	1933	136	10.0	5.7	P	DR	575	3.0	15	Bend	DR	6.4	700	1.0	3Br	20.0	7.4	2100
Pres. 8-92.....	1933	136	10.0	5.7	P	DR	550	3.0	24	Bend	DR	6.4	650	1.0	3Br	20.0	7.7	1850
Dict. 6.....	1934	102	5.7	5.7	P	AL	575	3.2	15	Bend	AL	6.4	700	1.0	3Br	16.0	8.0	2000
Comm. 8-B.....	1934	102	5.7	5.7	P	DR	575	3.2	15	Bend	DR	6.4	700	1.0	3Br	20.0	8.4	1750
Pres. 8-C.....	1934	136	5.7	5.7	P	DR	575	3.2	15	Bend	DR	6.4	700	1.0	3Br	20.0	8.4	1750
Dict. 6.....	1935	102	5.7	5.7	P	AL	575	3.2	15	Bend	AL	6.4	—	1.0	3Br	19.0	6.0	2100
Comm. 8-1B.....	1935	102	5.7	5.7	P	DR	575	3.2	15	Bend	DR	6.4	—	1.0	VR	20.0	8.3	2800
Pres. 8-1C.....	1935	136	5.7	5.7	P	DR	575	3.2	15	Bend	DR	6.4	—	1.0	VR	20.0	8.3	2800
Dict. 6.....	1936	102	5.7	5.7	P	DR	640	3.2	16	Bend	DR	6.4	700	1.0	3Br	19.0	6.0	2000
Pres. 8-2C.....	1936	102	5.7	5.7	P	DR	575	3.2	15	Bend	DR	6.4	700	1.0	VR	21.0	6.0	2000
<b>TERRAPLANE</b>																		
Six.....	1934	105	7.0	3.0	P	AL	775	4.0	22	Bend	AL	6.4	—	2.0	3Br	22.0	—	—
Six.....	1935	105	7.0	3.0	P	AL	775	4.0	22	Bend	AL	6.4	—	2.0	3Br	22.0	—	—
Six DeL.....	1936	120	7.0	7.0	P	AL	775	4.0	22	Bend	AL	6.4	—	2.0	3Br	22.0	—	—
Six Cust.....	1936	120	7.0	7.0	P	AL	775	4.0	22	Bend	AL	6.4	—	2.0	VR	22.0	—	—
<b>WILLYS</b>																		
Six 97.....	1931	102	12.0	4.5	N	AL	—	—	—	Bend	AL	7.0	675	2.5	3Br	17.0	8.0	2025
Six 98B, 98D.....	1930-1	102	12.0	4.5	N	AL	—	—	—	Bend	AL	7.0	675	2.5	3Br	17.0	8.0	2025
8-80, 8-80D.....	1930-1	142	12.0	4.5	N	AL	—	—	—	Bend	AL	7.0	675	2.5	3Br	17.0	8.0	2025
Six 6-90.....	1932	102	5.0	5.0	N	AL	—	—	—	Bend	AL	7.0	675	2.5	3Br	17.0	8.0	2025
Eight 8-88.....	1932	148	7.0	7.0	N	AL	—	—	—	Bend	AL	7.0	675	2.5	3Br	17.0	8.0	2025
Four 77.....	1933	96	4.5	4.5	N	AL	540	4.0	12	Bend	AL	7.0	—	2.5	3Br	—	8.0	—
Four 77.....	1935	96	4.5	4.5	N	AL	540	4.0	12	Bend	AL	7.0	—	0.5	3Br	17.0	8.0	2100
Four 77.....	1936	96	4.5	4.5	N	AL	540	4.0	12	Bend	AL	7.0	995	0.5	3Br	17.0	8.0	2400
<b>WILLYS KNIGHT</b>																		
Six 70B.....	1930	127	5.5	5.5	N	AL	—	—	—	Bend	AL	—	—	—	3Br	—	—	—
Six 66B.....	1930	166	8.0	8.0	N	NE	—	—	—	Bend	NE	—	—	—	3Br	—	—	—
Six 95.....	1931-2	127	5.5	5.5	N	AL	—	—	—	Bend	AL	7.0	750	0.5	3Br	15.0	8.0	1800
Six 66D.....	1931-2	170	8.0	8.0	N	AL	—	—	—	Bend	AL	7.0	750	0.5	3Br	17.0	8.0	1400

AL—Auto-Lite  
NE—North-East

Bend—Bendix  
P—Positive

DR—Delco-Remy  
VR—Voltage Regulator

N—Negative  
3Br—Third brush



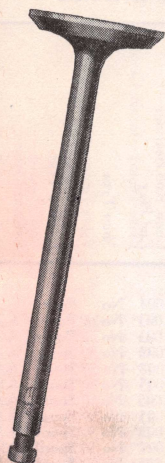
# WRIST PINS — CONNECTING RODS AND BEARINGS

Make and Model	Year	Wrist Pins—Length	Wrist Pins—Diameter	Wrist Pins—Locking Method	Wrist Pins—Clearance	Wrist Pins—Hole Finish	Conn. Rods—Length, centre to centre	Bearing Material	Conn. Rod Bearings—Diameter and Length	Conn. Rod Bearings—Clearance	Conn. Rod Bearings—End Play	Shim Type	Bearing Type	Pistons and Rods removed from above or below
<b>STUDEBAKER</b> —Continued from page 19														
Six 6-54	1931	2 $\frac{7}{8}$	$\frac{7}{8}$	R	.0002	Re	10 $\frac{1}{4}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{2}$	.0008	.004	No	Pour	A
Dict. 8-61	1931	2 $\frac{7}{8}$	$\frac{7}{8}$	R	.0001	DB	8 $\frac{1}{4}$	Ba	1 $\frac{3}{8}$ x1 $\frac{3}{8}$	.0008	.003	No	Pour	A
Comm. 8-70	1931	2 $\frac{7}{8}$	$\frac{7}{8}$	R	.0001	DB	8	Ba	1 $\frac{3}{8}$ x1 $\frac{3}{8}$	.0008	.003	No	Pour	A
Pres. 8-80	1931	2 $\frac{7}{8}$	$\frac{7}{8}$	R	.0001	DB	9 $\frac{3}{32}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{4}$	.0008	.002	No	Spun	A
Pres. 8-90	1931	3 $\frac{1}{16}$	1 $\frac{5}{16}$	R	.0001	DB	9 $\frac{3}{32}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{4}$	.0008	.002	No	Spun	A
Six 6-55	1932	2 $\frac{7}{8}$	$\frac{7}{8}$	R	.0001	DB	10	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{2}$	.0008	.005	No	Spun	B
Dict. 8-62	1932	2 $\frac{7}{8}$	$\frac{7}{8}$	R	.0001	DB	8 $\frac{1}{4}$	Ba	1 $\frac{3}{8}$ x1 $\frac{3}{8}$	.0008	.005	No	Spun	A
Comm. 8-71	1932	2 $\frac{7}{8}$	$\frac{7}{8}$	R	.0001	DB	8	Ba	1 $\frac{3}{8}$ x1 $\frac{3}{8}$	.0008	.005	No	Spun	A
Pres. 8-91	1932	3 $\frac{1}{16}$	1 $\frac{5}{16}$	R	.0001	DB	9 $\frac{3}{32}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{4}$	.0008	.003	No	Spun	A
Six 6-56	1933	2 $\frac{7}{8}$	$\frac{7}{8}$	R	.0001	Re	9 $\frac{3}{32}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{2}$	.0005	.005	No	Spun	B
Comm. 8-73	1933	2 $\frac{7}{8}$	$\frac{7}{8}$	R	.0001	Re	8 $\frac{1}{4}$	Ba	1 $\frac{3}{8}$ x1 $\frac{3}{8}$	.0005	.005	No	Spun	A
Pres. 8-82	1933	2 $\frac{7}{8}$	$\frac{7}{8}$	R	.0001	Re	8	Ba	1 $\frac{3}{8}$ x1 $\frac{3}{8}$	.0005	.005	No	Spun	A
Pres. 8-92	1933	3 $\frac{1}{16}$	1 $\frac{5}{16}$	R	.0001	DB	9 $\frac{3}{32}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{4}$	.0005	.005	No	Spun	A
Dict. 6-A	1934	2 $\frac{7}{8}$	$\frac{7}{8}$	R	.0001	Re	8 $\frac{1}{4}$	Ba	1 $\frac{3}{8}$ x1 $\frac{3}{8}$	.0005	.005	No	Spun	A
Comm. 8-B	1934	2 $\frac{7}{8}$	$\frac{7}{8}$	R	.0001	Re	8 $\frac{1}{4}$	Ba	1 $\frac{3}{8}$ x1 $\frac{3}{8}$	.0005	.005	No	Spun	A
Pres. 8-C	1934	2 $\frac{7}{8}$	$\frac{7}{8}$	R	.0001	Re	8	CL	1 $\frac{3}{8}$ x1 $\frac{3}{8}$	.0010	.005	No	Sep	A
Dict. 6-1A	1935	2 $\frac{7}{8}$	$\frac{7}{8}$	R	.0001	Re	8 $\frac{1}{4}$	Ba	2 $\frac{1}{4}$ x1 $\frac{1}{4}$	.0005	.005	No	Spun	A
Comm. 8-1B	1935	2 $\frac{7}{8}$	$\frac{7}{8}$	R	.0001	Re	8	CL	2 $\frac{1}{2}$ x1 $\frac{1}{2}$	.0010	.005	Sol	Sep	A
Pres. 8-1C	1935	2 $\frac{7}{8}$	$\frac{7}{8}$	R	.0001	Re	8	CL	2 $\frac{1}{2}$ x1 $\frac{1}{2}$	.0010	.005	Sol	Sep	A
Dict. 6-3A	1936	2 $\frac{7}{8}$	$\frac{7}{8}$	R	.0001	Re	8 $\frac{1}{8}$	Ba	2 $\frac{1}{2}$ x1 $\frac{1}{2}$	.0005	.005	No	Spun	A
Pres. 8-2C	1936	2 $\frac{7}{8}$	$\frac{7}{8}$	R	.0001	Re	8	CL	1 $\frac{7}{8}$ x1 $\frac{3}{8}$	.0010	.005	No	Sep	A
<b>TERRAPLANE</b>														
Six	1934	2 $\frac{7}{16}$	$\frac{3}{4}$	F	.0003	DB	8 $\frac{3}{16}$	Ba	1 $\frac{15}{16}$ x1 $\frac{3}{8}$	.0010	.006	Lam	Spun	A
Six	1935	2 $\frac{7}{16}$	$\frac{3}{4}$	F	.0003	DB	8 $\frac{3}{16}$	Ba	1 $\frac{15}{16}$ x1 $\frac{3}{8}$	.0010	.006	Lam	Spun	A
Six	1936	2 $\frac{7}{16}$	$\frac{3}{4}$	F	.0003	DB	8 $\frac{3}{16}$	Ba	1 $\frac{15}{16}$ x1 $\frac{3}{8}$	.0010	.006	Lam	Spun	A
<b>WILLYS</b>														
Six 98B, 98D, 97	1930-1	3 $\frac{1}{16}$	$\frac{5}{16}$	P	.0005	DB	8 $\frac{1}{4}$	Ba	2x1 $\frac{1}{2}$	.0010	.004	No	Spun	A
Eight 8-80	1930	2 $\frac{15}{16}$	$\frac{5}{16}$	P	.0003	DB	8 $\frac{7}{16}$	Ba	2 $\frac{1}{16}$ x1 $\frac{1}{2}$	.0010	.004	No	Spun	A
Eight 8-80D	1931	2 $\frac{15}{16}$	$\frac{5}{16}$	P	.0003	DB	8 $\frac{7}{16}$	Ba	2 $\frac{1}{16}$ x1 $\frac{1}{2}$	.0010	.004	No	Spun	A
Six 6-90	1932	2 $\frac{7}{8}$	$\frac{5}{16}$	F	.0003	DB	8 $\frac{1}{4}$	Ba	2x1 $\frac{1}{2}$	.0010	.004	No	Spun	A
Eight 8-88	1932	2 $\frac{15}{16}$	$\frac{5}{16}$	P	.0003	Re	8 $\frac{7}{16}$	Ba	2 $\frac{1}{16}$ x1 $\frac{1}{2}$	.0010	.004	No	Spun	A
Four 77	1933-4	2 $\frac{23}{32}$	$\frac{7}{8}$	F	.0004	DB	9 $\frac{3}{16}$	Ba	2 $\frac{1}{16}$ x1 $\frac{1}{2}$	.0010	.004	No	Spun	A
Four 77	1936	2 $\frac{23}{32}$	$\frac{7}{8}$	F	.0002	DB	9 $\frac{3}{16}$	Ba	2 $\frac{1}{16}$ x1 $\frac{1}{2}$	.0010	.005	No	Spun	A
<b>WILLYS KNIGHT</b>														
Six 70B	1930-2	2 $\frac{3}{4}$	$\frac{5}{16}$	P	.0005	DB	10	Ba	2x1 $\frac{1}{2}$	.0010	.004	No	Spun	B
Six 66B, 66D	1930-2	3 $\frac{3}{16}$	$\frac{7}{8}$	P	.0005	DB	11	Ba	2 $\frac{1}{8}$ x1 $\frac{1}{2}$	.0010	.004	No	Spun	B
Six 95	1931-2	2 $\frac{1}{2}$	$\frac{5}{16}$	F	.0003	DB	10	Ba	2x1 $\frac{1}{2}$	.0010	.004	No	Spun	B

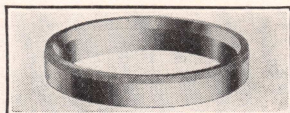
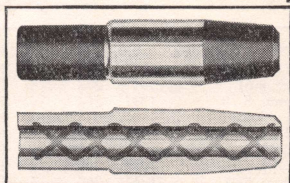
## ABBREVIATIONS

A—From above	B—From below	Ba—Babbitt	Br—Broach	Brs—Brass
CL—Copper-lead	DB—Diamond bore	E—From either above or below	F—Float	F—Float
Lam—Laminated	PF—Press fit	Pour—Poured	R—Locked in rod	Re—Reamed
SB—Stub-backed babbitt	Sep—Separate	SF—Slip fit		Sol—Solid
SS—Steel-backed cadmium silver				

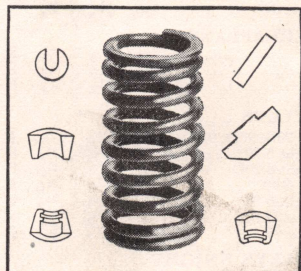




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*(Other factories in Cleveland and Detroit)*

# Thompson Products



# VALVES — VALVE TIMING

Make and Model	Year	Valve Head Diam.—Intake	Angle of Seat—Intake	Stem to Guide Clearance—Intake	Valve Head Diam.—Exhaust	Angle of Seat—Exhaust	Stem to Guide Clearance—Exhaust	Lift—Intake and Exhaust	Tappet Clearance—Intake	Tappet Clearance—Exhaust	Clearance for Valve Timing—Intake and Exhaust	Valve Timing—Intake Opens	Valve Timing—Intake Closes	Valve Timing—Exhaust Opens	Valve Timing—Exhaust Closes
<b>AUBURN</b>															
6-85.....	1930	1 3/8	45	.0015	1 1/4	45	.0015	1 1/8	.006H	.008H	.010	TDC	45°A	50°B	10°A
8-95.....	1930	1 3/8	45	.0015	1 1/4	45	.0015	1 1/8	.006H	.008H	.010	TDC	45°A	50°B	10°A
8-98.....	1931	1 3/8	30	.0015	1 1/4	45	.0015	1 1/8	.006H	.006H	.010	5°B	40°A	50°B	10°A
8-100.....	1932	1 3/8	30	.0015	1 1/4	45	.0015	1 1/8	.006H	.006H	.010	5°B	40°A	50°B	10°A
12-160.....	1932	1 3/8	30	.0015	1 1/4	30	.0015	1 1/8	.006H	.006H	.015	TDC	45°A	50°B	10°A
8-101, 105.....	1933	1 3/8	30	.0015	1 1/4	45	.0015	1 1/8	.006H	.006H	.012	5°B	40°A	50°B	10°A
12-161, 165.....	1933	1 3/8	30	.0015	1 1/4	45	.0015	1 1/8	.010H	.010H	.015	TDC	45°A	50°B	10°A
6-52 Std., Cus.....	1934	1 3/8	30	.0015	1 1/4	45	.0015	1 1/8	.006H	.006H	.012	5°B	40°A	50°B	10°A
8-50 Std., Cus.....	1934	1 3/8	30	.0015	1 1/4	45	.0015	1 1/8	.006H	.006H	.012	5°B	40°A	50°B	10°A
12-165.....	1934	1 3/8	30	.0015	1 1/4	30	.0015	1 1/8	.010H	.010H	.015	TDC	45°A	50°B	10°A
6-53.....	1935	1 3/8	30	.0015	1 1/4	45	.0015	1 1/8	.006H	.006H	.010	7 1/2°B	37 1/2°A	50°B	5°A
8-51.....	1936	1 3/8	30	.0015	1 1/4	45	.0015	1 1/8	.006H	.006H	.010	7 1/2°B	37 1/2°A	50°B	5°A
6-54.....	1936	1 3/8	30	.0015	1 1/4	45	.0015	5/16	.010H	.010H	.012	7 1/2°B	37 1/2°A	50°B	5°A
8-52.....	1936	1 3/8	30	.0015	1 1/4	45	.0015	5/16	.010H	.010H	.012	7 1/2°B	37 1/2°A	50°B	5°A
<b>CADILLAC</b>															
V- 8 353.....	1930	1 3/8	30	.0025	1 3/8	45	.0025	2 3/4	.004C	.006C	a	11°B	59°A	48°B	8°A
V- 16 452.....	1930	1 3/8	45	.0015	1 3/8	45	.0015	1 1/2	Automatic Take-up			TDC	44°A	39°B	5°A
V- 8 355.....	1931	1 3/8	30	.0025	1 3/8	45	.0025	2 3/4	.004C	.006C	a	9°B	58°A	46 1/2°B	7°A
V-12 370.....	1931	1 3/8	45	.0015	1 3/8	45	.0015	1 1/2	Automatic Take-up			TDC	44°A	39°B	5°A
V-16 452.....	1931	1 3/8	45	.0015	1 3/8	45	.0015	1 1/2	Automatic Take-up			TDC	44°A	39°B	5°A
V- 8.....	1932-33	1 3/8	30	.0025	1 3/8	45	.0025	2 3/4	.004H	.006H	a	6°B	42°A	38°B	2°A
V-12.....	1932-33	1 3/8	45	.0015	1 3/8	45	.0015	1 1/2	Automatic Take-up			TDC	44°A	39°B	5°A
V-16.....	1932-33	1 3/8	45	.0015	1 3/8	45	.0015	1 1/2	Automatic Take-up			TDC	44°A	39°B	5°A
V- 8.....	1934-35	1 3/8	30	.0025	1 3/8	45	.0025	2 3/4	.006C	.008C	b	6°B	42°A	38°B	2°A
V-12.....	1934-35	1 3/8	45	.0015	1 3/8	45	.0015	1 1/2	Automatic Take-up			TDC	44°A	39°B	5°A
V-16.....	1934-35	1 3/8	45	.0015	1 3/8	45	.0015	1 1/2	Automatic Take-up			TDC	44°A	39°B	5°A
V- 8.....	1936	1 3/8	45	.0025	1 3/8	45	.0025	2 3/4	Automatic Take-up			TDC	42°A	52°B	10°A
V-12.....	1936	1 3/8	45	.0015	1 3/8	45	.0015	1 1/2	Automatic Take-up			TDC	44°A	39°B	5°A
V-16.....	1936	1 3/8	45	.0015	1 3/8	45	.0015	1 1/2	Automatic Take-up			TDC	44°A	39°B	5°A
<b>CHEVROLET</b>															
Six AD Uni.....	1930	1 1/2	45	.0010	1 1/2	45	.0020	278	.006H	.008H	.010	4°A	42°A	47°B	4°A
Six AE Ind.....	1931	1 3/8	45	.0010	1 1/2	45	.0020	278	.008H	.008H	.010	4°A	42°A	47°B	4°A
Six Confed.....	1932	1 3/8	45	.0010	1 1/2	45	.0020	309	.008H	.008H	.010	4°A	34°A	47°B	4°A
6 Std. Master.....	1933	1 3/8	45	.0010	1 1/2	45	.0020	314	.006H	.008H	.010	4°B	34°A	47°B	4°A
Six Std.....	1934	1 3/8	45	.0010	1 1/2	45	.0020	w	.006H	.008H	.010	4°B	34°A	47°B	4°A
Six Master.....	1934	1 3/8	45	.0010	1 1/2	45	.0020	314	.006H	.013H	.010	4°B	34°A	47°B	4°A
6 Std. Master.....	1935	1 3/8	30	.0010	1 1/2	30	.0020	w	.006H	.013H	f	4°B	34°A	47°B	4°A
6 Std. Master.....	1936	1 3/8	30	.0010	1 1/2	30	.0020	w	.006H	.013H	f	9°B	29°A	52°B	1°B
<b>CHRYSLER</b>															
Six 66.....	1930	1 1/2	45	.0020	1 1/2	45	.0030	5/16	.005H	.007H	c	6°A	46°A	42°B	8°A
Six 70, 77.....	1930	1 3/8	45	.0020	1 1/2	45	.0030	5/16	.005H	.007H	c	6°A	46°A	42°B	8°A
Six Imp. 80.....	1930	1 3/8	45	.0020	1 1/2	45	.0030	5/16	.006H	.008H	c	6°A	46°A	42°B	8°A
Six CJ.....	1930	1 3/8	45	.0010	1 1/2	45	.0030	5/16	.005H	.007H	c	6°A	46°A	42°B	8°A
Eight CD.....	1930	1 3/8	45	.0010	1 1/4	45	.0030	5/16	.005H	.007H	c	6°A	46°A	42°B	8°A
Eight CG.....	1930	1 3/8	45	.0010	1 1/4	45	.0030	5/16	.005H	.007H	d	6°A	46°A	42°B	8°A
Six CM.....	1931	1 3/8	45	.0010	1 1/4	45	.0030	5/16	.005H	.007H	.011	6°A	46°A	42°B	8°A
Eight CD.....	1931	1 3/8	45	.0010	1 1/4	45	.0030	5/16	.005H	.007H	.011	6°A	46°A	42°B	8°A
Eight Imp. CG.....	1931	1 3/8	45	.0010	1 1/4	45	.0030	5/16	.005H	.007H	.008	6°A	46°A	42°B	8°A
Six CI.....	1932	1 3/8	45	.0010	1 1/4	45	.0030	5/16	.005H	.007H	c	6°A	46°A	42°B	8°A
Eight CP.....	1932	1 3/8	45	.0020	1 1/4	45	.0030	5/16	.005H	.007H	c	6°A	46°A	42°B	8°A
Eight Imp. CH.....	1932	1 3/8	45	.0010	1 1/4	45	.0030	5/16	.005H	.007H	d	6°A	46°A	42°B	8°A

(Continued on next page)

a—Intake .004", exhaust .006"  
d—Intake .008", exhaust .009"

b—Intake .006", exhaust .010"  
f—Intake .006", exhaust .013"

c—Intake .011", exhaust .012"  
w—Intake .316", exhaust .309"



# HALL VALVE SEAT EQUIPMENT SERVICING GRINDER

ADOPTED BY

38

FACTORIES

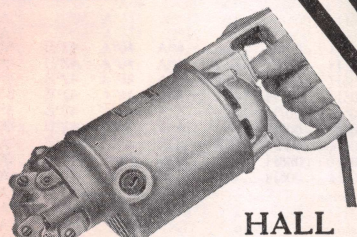
The Grinder below is not an ECCENTRIC Grinder but is the equal in every way of any concentric type Grinder regardless of price. Like other make Grinders of this type it will not satisfactorily service Stellite seat inserts.



**ECCENTRIC**

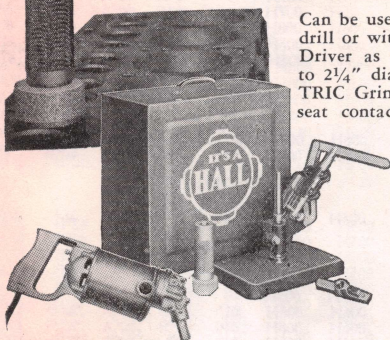
## VALVE SEAT GRINDER

Identical in principle and performance with HALL Grinders in use by 38 leading car, truck and tractor factories all over the world. Grinds ANY seat from cast iron to hardest Stellite with production speed and accuracy and with a minimum of grinding wheel wear. Ten thousand car dealers, independent shops and large fleets use the HALL Model E-J Grinder because it is a real factory precision Grinder costing but a few dollars more than the cheapest Grinder of other type.



HALL

## FLEX-CENTRIK VALVE SEAT GRINDER



Can be used with  $\frac{1}{4}$ " electric drill or with HALL High Speed Driver as shown. Handles seats to  $2\frac{1}{4}$ " diameter. Unlike ECCENTRIC Grinder, the wheel makes full seat contact. Produces a remarkably accurate, perfectly finished seat in cast iron and reasonably hard alloy inserts. Comes with Flexible Driver and Diamond Dresser in metal case. Uses same Pilots and Grinding Wheels as ECCENTRIC Grinder. If you don't buy the ECCENTRIC Grinder, this is the Grinder to buy.

## Pilots and Grinding Wheels for All Makes

The E-J Grinder comes complete with Diamond Dresser in metal case. Pilots and Grinding Wheels can be bought singly or in complete sets for any make of car, truck or tractor. Don't experiment; follow the lead of the 38 factories who tried them all and adopted the HALL.

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# VALVES — VALVE TIMING

Make and Model	Year	Valve Head Diam.—Intake	Angle of Seat—Intake	Stem to Guide Clearance—Intake	Valve Head Diam.—Exhaust	Angle of Seat—Exhaust	Stem to Guide Clearance—Exhaust	Lift—Intake and Exhaust	Tappet Clearance—Intake	Tappet Clearance—Exhaust	Clearance for Valve Timing—Intake and Exhaust	Valve Timing—Intake Opens	Valve Timing—Intake Closes	Valve Timing—Exhaust Opens	Valve Timing—Exhaust Closes
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## CHRYSLER—Continued

Six CO.....1933	1 1/2	45	.0010	1 1/2	45	.0030	5/16	.005H	.007H	c	6°A	46°A	42°B	8°A
Eight CT, CQ.....1933	1 1/2	45	.0010	1 1/2	45	.0030	5/16	.005H	.007H	c	6°A	46°A	42°B	8°A
Six CA, CY.....1934	1 1/2	45	.0010	1 1/2	45	.0030	5/16	.006H	.008H	.010	TDC	50°B	42°B	8°A
Eight CU, CV.....1934	1 1/2	45	.0010	1 1/2	45	.0030	5/16	.006H	.008H	.011	2°A	44°B	46°B	4°A
Six.....1935-36	1 1/2	45	.0010	1 1/2	45	.0030	5/16	.006H	.008H	.010	TDC	50°B	48°B	2°A
8 Airstream.....1935-36	1 1/2	45	.0010	1 1/2	45	.0030	5/16	.006H	.008H	.011	2°B	44°A	46°B	4°A
8 Airflow.....1935-36	1 1/2	45	.0010	1 1/2	45	.0030	5/16	.006H	.008H	.011	2°B	44°A	46°B	4°A
8 Imp. Airf.....1935-36	1 1/2	45	.0010	1 1/2	45	.0030	5/16	.006H	.008H	.011	2°B	44°A	46°B	4°A

## DE SOTO

Six CK.....1930	1 5/16	45	.0010	1 5/16	45	.0030	5/16	.005H	.007H	.008	6°A	46°A	42°B	8°A
Eight CF.....1930	1 5/16	45	.0010	1 5/16	45	.0030	5/16	.005H	.007H	.011	6°A	46°A	42°B	8°A
Six SA.....1931	1 3/8	45	.0010	1 5/16	45	.0030	5/16	.005H	.007H	.008	6°A	46°A	42°B	8°A
Eight CF.....1931	1 3/8	45	.0010	1 5/16	45	.0030	5/16	.005H	.007H	.011	6°A	46°A	42°B	8°A
Six SC.....1932	1 3/8	45	.0010	1 5/16	45	.0030	5/16	.005H	.007H	c	6°A	46°A	42°B	8°A
Six SD.....1933	1 3/8	45	.0010	1 5/16	45	.0030	5/16	.005H	.007H	c	6°A	46°A	42°B	8°A
Six SE.....1934	1 3/8	45	.0010	1 5/16	45	.0030	5/16	.006H	.008H	.010	TDC	50°B	48°B	2°A
Six Air S., Airf.....1935	1 1/2	45	.0010	1 1/2	45	.0030	11/32	.006H	.008H	.010	TDC	50°A	48°B	2°A
6 Air S., Airf.....1936	1 1/2	45	.0010	1 1/2	45	.0030	11/32	.006H	.008H	.010	TDC	50°A	48°B	2°A

## DODGE

Six DD.....1930	1 5/16	45	.0010	1 5/16	45	.0030	5/16	.005H	.007H	.011	6°A	46°A	42°B	8°A
Eight DC.....1930	1 5/16	45	.0010	1 5/16	45	.0030	5/16	.005H	.007H	.011	6°A	46°A	42°B	8°A
Six DH.....1931	1 3/8	45	.0010	1 5/16	45	.0030	5/16	.005H	.007H	c	6°A	46°A	42°B	8°A
Eight DG.....1931	1 1/4	45	.0010	1 1/4	45	.0030	5/16	.005H	.007H	c	6°A	46°A	42°B	8°A
Six DL.....1932	1 3/8	45	.0010	1 5/16	45	.0030	5/16	.005H	.007H	c	6°A	46°A	42°B	8°A
Eight DK.....1932	1 5/16	45	.0010	1 1/4	45	.0030	5/16	.005H	.007H	c	6°A	46°A	42°B	8°A
Six DP, DQ.....1933	1 1/2	45	.0010	1 1/2	45	.0030	5/16	.005H	.007H	c	6°A	46°A	42°B	8°A
Eight DO.....1933	1 1/2	45	.0010	1 1/2	45	.0030	5/16	.005H	.007H	c	6°A	46°A	42°B	8°A
Six DR, DS, DT.....1934	1 5/16	45	.0010	1 1/2	45	.0030	5/16	.006H	.008H	.011	6°A	46°A	42°B	8°A
Six DU, DV.....1935	1 5/16	45	.0010	1 1/2	45	.0030	5/16	.006H	.008H	.011	6°A	46°A	42°B	8°A
Six D2, D3, D4.....1936	1 5/16	45	.0010	1 1/2	45	.0030	5/16	.006H	.008H	.011	6°A	46°A	42°B	8°A

## DURANT

6-11, 14.....1930	1 5/16	45	.0015	1 7/16	45	.0015	5/16	.008H	.008H	.012	5°A	45°A	40°B	5°A
6-17, 18.....1931	1 5/8	45	.0015	1 5/8	45	.0015	5/16	.006H	.006H	.012	5°A	45°A	40°B	5°A

## ERSKINE

Six 53.....1930	1 5/8	45	.0010	1 1/2	45	.0010	5/16	.004H	.006H	.010	5°A	53°A	38°B	10°B
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## ESSEX

Super 6.....1930-31	1 3/8	45	.0020	1 3/8	45	.0020	b	.003H	.005H	—	11°B	—	—	—
Six.....1932	1 3/8	45	.0020	1 3/8	45	.0020	11/32	.006H	.008H	.010	11°B	60°A	50°B	19°A
Terraplane 6.....1933	1 3/8	45	.0040	1 3/8	45	.0040	11/32	.006H	.008H	.010	11°B	60°A	50°B	19°A
Terraplane 8.....1933	1 1/2	45	.0040	1 3/8	45	.0040	11/32	.006H	.008H	.010	11°B	60°A	50°B	19°A

b—Intake 5/16", exhaust 21/64"

c—Intake .011", exhaust .012"

d—Intake .008", exhaust .009"



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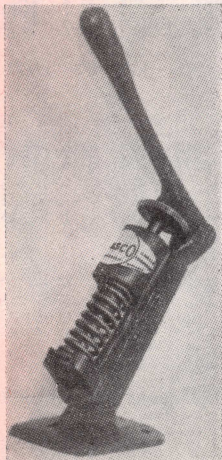
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# VALVES — VALVE TIMING

Make and Model	Year	Valve Head Diam.—Intake	Angle of Seat—Intake	Stem to Guide Clearance—Intake	Valve Head Diam.—Exhaust	Angle of Seat—Exhaust	Stem to Guide Clearance Exhaust	Lift—Intake and Exhaust	Tappet Clearance—Intake	Tappet Clearance—Exhaust	Clearance for Valve Timing—Intake and Exhaust	Valve Timing—Intake Opens	Valve Timing—Intake Closes	Valve Timing—Exhaust Opens	Valve Timing—Exhaust Closes
<b>FORD</b>															
Model A.....	1930-2	1 13/16	45	.0015	1 3/8	45	.0015	3/32	.013H	.013H	.013	7 1/2°B	48 1/2°A	5 1 1/2°B	5 1/2°A
Model B.....	1933	1 17/32	45	.0030	1 17/32	45	.0030	a	.012H	.018H	e	8°B	56°B	56°B	8°A
V-8.....	1932-4	1 17/32	45	.0030	1 17/32	45	.0030	.295	.013H	.013H	.013	9 1/2°B	54 1/2°A	57 1/2°B	6 1/2°A
V-8.....	1935-6	1 17/32	45	.0015	1 17/32	45	.0015	.295	.013H	.013H	.013	9 1/2°B	54 1/2°A	57 1/2°B	6 1/2°A
<b>FRONTENAC</b>															
6-70.....	1932	1 15/16	45	.0015	1 3/8	45	.0015	5/16	.006C	.008C	.012	5°A	45°A	40°B	5°A
6-85.....	1932	1 5/8	45	.0015	1 5/8	45	.0015	5/16	.006C	.008C	.012	5°A	45°A	40°B	5°A
C-400.....	1933	1 15/16	30	.0010	1 3/8	30	.0030	.281	.006C	.008C	.012	TDC	40°A	30°B	5°A
<b>GRAHAM</b>															
6 Std., Spec.....	1930	1 15/16	30	.0010	1 15/16	45	.0010	—	.010H	.010H	.010	TDC	40°A	40°B	10°A
8 Std., Spec.....	1930	1 15/16	30	.0010	1 15/16	45	.0010	—	.010H	.010H	.010	TDC	40°A	40°B	10°A
Eight Cust.....	1930	1 15/16	30	.0010	1 15/16	45	.0010	—	.010H	.010H	.010	2°A	47°A	47°B	2°A
6 Std., Spec.....	1931	1 15/16	30	.0020	1 15/16	45	.0020	—	.010H	.010H	.010	TDC	40°A	40°B	10°A
8 Spec., Cust.....	1931	1 15/16	30	.0020	1 15/16	45	.0020	—	.010H	.010H	.010	TDC	40°A	40°B	10°A
Six.....	1932	1 15/16	30	.0010	1 15/16	45	.0010	b	.010H	.010H	.012	TDC	40°A	40°B	10°A
Eight.....	1932	1 15/16	45	.0010	1 15/16	45	.0010	b	.010H	.010H	.012	TDC	40°A	40°B	10°A
Six Std.....	1933	1 15/16	30	.0010	1 15/16	45	.0010	b	.010H	.010H	.012	TDC	40°A	40°B	10°A
8 Std., Cust.....	1933	1 15/16	45	.0010	1 15/16	45	.0010	b	.010H	.010H	.012	TDC	40°A	40°B	10°A
Six Std.....	1934	1 15/16	30	.0010	1 15/16	45	.0010	5/16	.010H	.010H	.012	TDC	40°A	40°B	10°A
Eight Std.....	1934	1 15/16	45	.0010	1 15/16	45	.0010	5/16	.010H	.010H	.012	TDC	40°A	40°B	10°A
Eight Cust.....	1934	1 15/16	45	.0010	1 15/16	45	.0010	5/16	.010H	.010H	.012	TDC	40°A	40°B	10°A
Six.....	1935	1 15/16	30	.0010	1 15/16	45	.0010	3/32	.010H	.010H	.012	2°B	42°A	42°B	8°B
Six Spec.....	1935	1 15/16	30	.0010	1 15/16	45	.0010	c	.010H	.010H	.012	TDC	40°A	40°B	10°A
Eight.....	1935	1 15/16	45	.0010	1 15/16	45	.0010	b	.010H	.010H	.012	TDC	40°A	40°B	10°A
Eight Super C.....	1935	1 15/16	45	.0010	1 15/16	45	.0010	b	.010H	.010H	.012	TDC	40°A	40°B	10°A
6-80 Crusader.....	1936	1 5/8	64	.0018	1 5/8	64	.0020	5/16	.010H	.010H	.012	4 1/2°B	47 1/2°A	47 1/2°B	4 3/4°A
6-90 Cavalier.....	1936	1 5/8	64	.0018	1 5/8	64	.0020	5/16	.010H	.010H	.012	4 1/2°B	47 1/2°A	47 1/2°B	4 3/4°A
6-110 Super C.....	1936	1 5/8	64	.0018	1 5/8	64	.0020	5/16	.010H	.010H	.012	4 1/2°B	47 1/2°A	47 1/2°B	4 3/4°A
<b>HUDSON</b>															
Great 8.....	1930	1 1/2	45	.0020	1 3/8	45	.0020	u	.003H	.005H	—	—	—	—	—
Eight.....	1931	1 1/2	45	.0020	1 3/8	45	.0020	1 1/32	.003H	.005H	—	—	—	—	—
Eight.....	1932	1 1/2	45	.0020	1 3/8	45	.0020	1 1/32	.003H	.005H	.010	11°B	60°A	50°B	19°A
Super Six.....	1933	1 3/8	45	.0040	1 3/8	45	.0040	1 1/32	.006H	.008H	.010	11°B	60°A	50°B	19°A
Eight.....	1933	1 3/8	45	.0040	1 3/8	45	.0040	1 1/32	.006H	.008H	.010	11°B	60°A	50°B	19°A
Eight.....	1934	1 1/2	45	.0015	1 3/8	45	.0015	1 1/32	.006H	.008H	.010	11°B	60°A	50°B	19°A
Six.....	1935-36	1 3/8	45	.0015	1 3/8	45	.0030	1 1/32	.006H	.008H	.010	10 3/8°B	60°A	50°B	18 3/4°A
Eight.....	1935	1 1/2	45	.0015	1 3/8	45	.0030	1 1/32	.006H	.008H	.010	10 3/8°B	60°A	50°B	18 3/4°A
Eight.....	1936	1 1/2	45	.0015	1 3/8	45	.0030	1 1/32	.006H	.008H	.010	10 3/8°B	60°A	50°B	18 3/4°A
<b>HUPMOBILE</b>															
Six S.....	1930	1 17/32	45	.0020	1 17/32	45	.0020	5/16	.008H	.008H	.010	4°A	51°A	47°B	TDC
Eight C.....	1930-31	1 17/32	45	.0020	1 17/32	45	.0020	.285	.007H	.014H	.010	1°A	51°A	47°B	3°A
Eight H.....	1930-31	1 3/4	30	.0020	1 17/32	45	.0020	.285	.007H	.014H	.010	1°A	51°A	47°B	3°A
Six Century.....	1931	1 17/32	45	.0020	1 17/32	45	.0020	.285	.008H	.008H	.010	4°A	51°A	47°B	TDC
Eight Century.....	1931	1 17/32	45	.0020	1 17/32	45	.0020	.285	.007H	.014H	g	1°A	51°A	47°B	3°A

(Continued on next page)

a—Intake .319", exhaust .326"  
e—Intake .012", exhaust .018"

b—Intake .320", exhaust .315"  
g—Intake .010", exhaust .020"

c—Intake .312", exhaust .317"  
u—Intake, .312", exhaust .327"



# VALVES — VALVE TIMING

Make and Model	Year	Valve Head Diam.—Intake	Angle of Seat—Intake	Stem to Guide Clearance—Intake	Valve Head Diam.—Exhaust	Angle of Seat—Exhaust	Stem to Guide Clearance—Exhaust	Lift—Intake and Exhaust	Tappet Clearance—Intake	Tappet Clearance—Exhaust	Clearance for Valve Timing—Intake and Exhaust	Valve Timing—Intake Opens	Valve Timing—Intake Closes	Valve Timing—Exhaust Opens	Valve Timing—Exhaust Closes
<b>HUPMOBILE—Continued</b>															
Eight U.....	1931	1 3/4	30	.0020	1 13/32	45	.0020	.285	.007H	.014H	g	1°A	51°A	47°B	3°A
Six 214, 216.....	1932	1 17/32	45	.0020	1 13/32	45	.0020	.285	.008H	.008H	.010	4°A	51°A	47°B	TDC
Eight 218.....	1932	1 17/32	45	.0020	1 13/32	45	.0020	.285	.007H	.014H	g	2 1/2°A	51°A	47°B	3°A
Eight 221.....	1932	1 17/32	45	.0020	1 13/32	45	.0020	.285	.007H	.014H	g	1°A	51°A	47°B	3°A
Eight 222.....	1932	1 17/32	45	.0020	1 13/32	45	.0020	.285	.018H	.018H	.017	TDC	40°A	40°B	TDC
8-225, 237.....	1932	1 3/4	30	.0020	1 13/32	45	.0020	.285	.007H	.014H	g	1°A	51°A	47°B	3°A
Eight 226.....	1932-33	1 17/32	45	.0020	1 13/32	45	.0020	.285	.007H	.014H	g	1°A	51°A	47°B	3°A
Six 321.....	1933	1 21/32	45	.0010	1 17/32	45	.0010	.11 1/32	.010H	.013H	h	2°B	51°A	44°B	3°A
8-322, 422.....	1932-34	1 1/2	45	.0010	1 13/32	45	.0010	.11 1/32	.018H	.018H	k	TDC	40°A	40°B	TDC
8-326, 426.....	1933-34	1 17/32	45	.0010	1 13/32	45	.0010	.11 1/32	.018H	.018H	.017	3°A	49°A	41°B	5°A
Six 417.....	1934	1 21/32	45	.0015	1 13/32	45	.0015	.11 1/32	.013H	.013H	g	2°B	51°A	44°B	3°A
Six 421-421A.....	1934	1 21/32	45	.0010	1 13/32	45	.0010	.11 1/32	.010H	.013H	h	2°B	51°A	44°B	3°A
Six 421J.....	1934	1 21/32	45	.0010	1 13/32	45	.0010	.11 1/32	.013H	.013H	g	2°B	51°A	44°B	3°A
Eight 427.....	1934	1 21/32	45	.0010	1 13/32	45	.0010	.11 1/32	.018H	.018H	.017	3°A	49°A	41°B	5°A
Six 517.....	1935	1 21/32	45	.0015	1 13/32	45	.0015	.11 1/32	.013H	.013H	g	2°B	51°A	44°B	3°A
Six 518.....	1935	1 21/32	45	.0015	1 13/32	45	.0015	.11 1/32	.010H	.013H	h	2°B	51°A	44°B	3°A
Eight 521-0.....	1935	1 13/32	45	.0015	1 13/32	45	.0015	.325	.018H	.018H	.017	3°A	49°A	41°B	5°A
Eight 527.....	1935	1 13/32	45	.0015	1 13/32	45	.0015	.11 1/32	.018H	.018H	.017	3°A	49°A	41°B	5°A
Six 618G.....	1936	1 17/32	45	.0015	1 17/32	45	.0015	.11 1/32	.010H	.013H	h	2°B	51°A	44°B	3°A
Eight 621N.....	1936	1 17/32	45	.0015	1 13/32	45	.0015	.325	.006H	.013H	.017	1°A	49°A	45°B	3°A
<b>LAFAYETTE</b>															
Six.....	1934	1 21/32	45	.0020	1 17/32	45	.0020	5/16	.008H	.008H	.008	—	—	—	—
Six.....	1935-36	1 21/32	45	.0020	1 17/32	45	.0020	5/16	.008H	.008H	.008	—	—	—	—
<b>LA SALLE</b>															
V-8 340.....	1930	1 5/8	30	.0025	1 9/16	45	.0025	25/64	.004H	.006H	a	11°B	59°A	48°B	8°A
V-8 345.....	1931	1 21/64	30	.0025	1 41/64	45	.0025	25/64	.004H	.006H	a	9°B	58°A	46 1/2°B	7°A
V-8.....	1932-33	1 45/64	30	.0025	1 41/64	45	.0025	25/64	.004H	.006H	a	6°B	42°A	38°B	2°A
Eight 350.....	1934	1 9/16	30	.0033	1 3/8	30	.0043	.300	.007H	.009H	.015	TDC	42°A	40°B	10°A
Eight 35-50.....	1935	1 19/32	30	.0020	1 13/32	30	.0030	n	.006H	.009H	.015	6°A	37°A	34°B	5°A
Eight 36-50.....	1936	1 9/16	30	.0020	1 27/64	45	.0030	m	.006H	.009H	.015	6°A	37°A	34°B	5°A
<b>MARQUETTE</b>															
Six 30.....	1930	1 1/2	45	—	1 3/8	45	—	27/64	.006H	.008H	.004	5°B	45°A	45°B	18°A
<b>McLAUGHLIN-BUICK</b>															
Six 40.....	1930	1 3/8	45	—	1 3/8	45	—	.337	.008H	.008H	.012	1°A	51°A	52°B	23°A
Six 50.....	1930	1 7/8	45	—	1 5/8	45	—	.337	.008H	.008H	.012	18°A	52 1/2°A	50 1/2°B	20°A
Six 60.....	1930	1 7/8	45	—	1 5/8	45	—	.337	.008H	.008H	.012	18°A	52 1/2°A	50 1/2°B	20°A
Eight 50.....	1931	1 13/32	45	.0025	1 11/32	45	.0035	.340	.008H	.008H	.008	1 1/2°B	56 1/2°A	54 1/2°B	30 1/2°B
Eight 60.....	1931	1 9/16	45	.0025	1 7/16	45	.0035	.340	.008H	.008H	.008	1 1/2°B	56 1/2°A	54 1/2°B	30 1/2°B
Eight 80-90.....	1931	1 25/32	45	.0025	1 13/32	45	.0035	.340	.008H	.008H	.008	1 1/2°B	56 1/2°A	54 1/2°B	30 1/2°B
Eight 50.....	1932	1 13/32	45	.0015	1 11/32	45	.0030	.340	.008H	.008H	.008	4 1/2°B	54°A	58°B	30°A
Eight 60.....	1932	1 9/16	45	.0015	1 7/16	45	.0030	.335	.008H	.008H	.008	4 1/2°B	54°A	58°B	30°A
Eight 80-90.....	1932	1 25/32	45	.0015	1 13/32	45	.0030	.340	.008H	.008H	.008	4 1/2°B	54°A	58°B	30°A
Eight 50.....	1933	1 13/32	45	.0015	1 11/32	45	.0021	.340	.008H	.008H	.008	4 1/2°B	54°A	58°B	30°A
Eight 60.....	1933	1 9/16	45	.0015	1 7/16	45	.0021	.340	.008H	.008H	.008	4 1/2°B	54°A	58°B	30°A
Eight 80-90.....	1933	1 25/32	45	.0015	1 13/32	45	.0021	.340	.008H	.008H	.008	4 1/2°B	54°A	58°B	30°A

(Continued on next page)

a—Intake .004", exhaust .006"  
k—Intake .017", exhaust .020"

g—Intake .010", exhaust .020"  
m—Intake .291", exhaust .289"

h—Intake .014", exhaust .017"  
n—Intake .306", exhaust .303"



# VALVES — VALVE TIMING

Make and Model	Year	Valve Head Diam.—Intake	Angle of Seat—Intake	Stem to Guide Clearance—Intake	Valve Head Diam.—Exhaust	Angle of Seat—Exhaust	Stem to Guide Clearance—Exhaust	Lift—Intake and Exhaust	Tappet Clearance—Intake	Tappet Clearance—Exhaust	Clearance for Valve Timing—Intake and Exhaust	Valve Timing—Intake Opens	Valve Timing—Intake Closes	Valve Timing—Exhaust Opens	Valve Timing—Exhaust Closes
<b>McLAUGHLIN-BUICK—Continued</b>															
8-40, 44.....	1934-35	1 1/2	45	.0015	1 1/2	45	.0021	.334	.008H	.008H	.004	4 1/2°B	54°A	58°B	30°A
8-50, 45.....	1934-35	1 1/2	45	.0011	1 1/2	45	.0014	.340	.008H	.008H	.004	4 1/2°B	54°A	58°B	30°A
8-60, 46.....	1934-35	1 1/2	45	.0011	1 1/2	45	.0014	.340	.008H	.008H	.004	4 1/2°B	54°A	58°B	30°A
8-90, 49.....	1934-35	1 1/2	45	.0011	1 1/2	45	.0014	.340	.008H	.008H	.004	4 1/2°B	54°A	58°B	30°A
8-44.....	1936	1 1/2	45	.0015	1 1/2	45	.0021	.332	.008H	.015H	.004	8°B	58°A	58°B	23°A
8-46, 48, 49.....	1936	1 1/2	45	.0015	1 1/2	45	.0021	.347	.008H	.015H	.004	14°B	71°A	56°B	25°A

## NASH

Six Single 450.....	1930	1 1/2	45	.0020	1 1/2	45	.0020	5/16	.008H	.008H	.008	5°A	45°A	45°B	5°A
6 Twin-Ign. 480.....	1930	1 1/2	45	.0020	1 1/2	45	.0020	5/16	.012H	.012H	.012	5°A	45°A	45°B	5°A
8 Twin-Ign. 490.....	1930	1 1/2	45	.0020	1 1/2	45	.0020	1 1/2	.012H	.012H	.012	15°A	38°A	45°B	10°A
Six 6-60.....	1931	1 1/2	45	.0020	1 1/2	45	.0020	5/16	.008H	.008H	.008	5°A	45°A	45°B	5°A
Eight 8-70.....	1931	1 1/2	45	.0020	1 1/2	45	.0020	5/16	.008H	.008H	.008	5°A	45°A	45°B	5°A
8 Twin-Ign. 8-80.....	1931	1 1/2	45	.0030	1 1/2	45	.0030	1 1/2	.012H	.012H	.012	15°A	38°A	45°B	10°A
8 Twin-Ign. 8-90.....	1931	1 1/2	45	.0030	1 1/2	45	.0030	1 1/2	.012H	.012H	.012	15°A	38°A	45°B	10°A
6-960, 1060.....	1932	1 1/2	45	.0020	1 1/2	45	.0020	5/16	.008H	.008H	.008	5°A	45°A	45°B	5°A
8-970, 1070.....	1932	1 1/2	45	.0020	1 1/2	45	.0020	5/16	.008H	.008H	.008	5°A	45°A	45°B	5°A
8-980, 1080.....	1932	1 1/2	45	.0020	1 1/2	45	.0020	1 1/2	.012H	.012H	.012	15°A	38°A	45°B	10°A
8-990.....	1932	1 1/2	45	.0020	1 1/2	45	.0020	1 1/2	.012H	.012H	.012	15°A	38°A	45°B	10°A
8 Adv. 1090.....	1932	1 3/4	45	.0020	1 1/2	45	.0020	1 1/2	.012H	.012H	.012	15°A	38°A	45°B	10°A
8 Amb. 1090.....	1932	1 3/4	45	.0020	1 1/2	45	.0020	1 1/2	.012H	.012H	.012	15°A	38°A	45°B	10°A
6 Big 1120.....	1933	1 1/2	45	.0020	1 1/2	45	.0020	5/16	.008H	.008H	.008	5°A	45°A	45°B	5°A
8-1130, 1170.....	1933	1 1/2	45	.0020	1 1/2	45	.0020	5/16	.008H	.008H	.008	5°A	45°A	45°B	5°A
Eight Adv. 1180.....	1933	1 1/2	45	.0020	1 1/2	45	.0020	1 1/2	.012H	.012H	.012	15°A	38°A	45°B	10°A
Eight Amb. 1190.....	1933	1 3/4	45	.0020	1 1/2	45	.0020	1 1/2	.012H	.012H	.012	15°A	38°A	45°B	10°A
Six.....	1934-35	1 3/4	45	.0020	1 1/2	45	.0020	1 1/2	.015H	.015H	.015	—	—	—	—
8 Advanced.....	1934-35	1 1/2	45	.0020	1 1/2	45	.0020	1 1/2	.015H	.015H	.015	—	—	—	—
Eight Amb. 1290.....	1934	1 3/4	45	.0020	1 1/2	45	.0020	1 1/2	.015H	.015H	.015	—	—	—	—
Eight Amb. 3588.....	1935	1 1/2	45	.0020	1 1/2	45	.0020	1 1/2	.015H	.015H	.015	—	—	—	—
Six 400.....	1936	1 1/2	45	.0020	1 1/2	45	.0020	5/16	.008H	.008H	.008	—	—	—	—
Six Amb.....	1936	1 3/4	45	.0020	1 1/2	45	.0020	1 1/2	.015H	.015H	.015	—	—	—	—
8 Super Amb.....	1936	1 1/2	45	.0020	1 1/2	45	.0020	1 1/2	.015H	.015H	.015	—	—	—	—

## OAKLAND

Eight.....	1930	1 1/2	45	.0015	1 3/4	45	.0015	.328	.012H	.012H	.015	TDC	40°A	45°B	15°A
Eight.....	1931	1 1/2	45	.0015	1 3/8	45	.0015	.328	.012H	.012H	.015	TDC	40°A	45°B	15°A

## OLDSMOBILE

Six.....	1930-31	1 1/2	30	.0013	1 1/2	30	.0013	.320	.008H	.008H	.010	TDC	50°A	40°B	10°A
Six F-32.....	1932	1 5/8	30	.0013	1 1/2	30	.0013	.320	.008H	.010H	.010	TDC	50°A	40°B	10°A
Eight L-32.....	1932	1 1/2	30	.0013	1 1/2	30	.0013	.300	.008H	.010H	.010	TDC	42°A	40°B	10°A
Six F-33.....	1933	1 5/8	30	.0013	1 1/2	30	.0023	.320	.008H	.010H	.010	TDC	50°A	40°B	10°A
Eight L-33.....	1933	1 1/2	30	.0013	1 1/2	30	.0023	.300	.008H	.010H	.010	TDC	42°A	40°B	10°A
Six F-34.....	1934	1 1/2	30	.0013	1 1/2	30	.0023	.300	.008H	.010H	.013	TDC	50°A	40°B	10°A
Eight L-34.....	1934	1 1/2	30	.0013	1 1/2	30	.0023	.300	.008H	.010H	.013	TDC	42°A	40°B	10°A
Six F-35.....	1935	1 1/2	30	.0013	1 1/2	30	.0023	.300	.008H	.010H	.010	5°B	45°A	45°B	5°A
Eight L-35.....	1935	1 1/2	30	.0013	1 1/2	30	.0023	.300	.008H	.010H	.010	TDC	42°A	40°B	10°A
Six F-36.....	1936	1 1/2	30	.0013	1 1/2	45	.0023	.300	.008H	.010H	.010	5°B	45°A	45°B	5°A
Eight L-36.....	1936	1 1/2	30	.0013	1 1/2	45	.0023	.300	.008H	.010H	.010	TDC	42°A	40°B	10°A



# VALVES — VALVE TIMING

Make and Model	Year	Valve Head Diam.—Intake	Angle of Seat—Intake	Stem to Guide Clearance—Intake	Valve Head Diam.—Exhaust	Angle of Seat—Exhaust	Stem to Guide Clearance Exhaust	Lift—Intake and Exhaust	Tappet Clearance—Intake	Tappet Clearance—Exhaust	Clearance for Valve Timing—Intake and Exhaust	Valve Timing—Intake Opens	Valve Timing—Intake Closes	Valve Timing—Exhaust Opens	Valve Timing—Exhaust Closes
PACKARD															
8 Std. Speed.....	1930	1 <sup>11</sup> / <sub>16</sub> 45		.0025	1 <sup>11</sup> / <sub>16</sub> 45		.0040	.358	.004H	.004H	.004	20°B	65°A	65°B	20°A
8 Cust. DeL.....	1930	1 <sup>11</sup> / <sub>16</sub> 45		.0025	1 <sup>11</sup> / <sub>16</sub> 45		.0040	.358	.004H	.004H	.004	20°B	65°A	65°B	20°A
Eight Std.....	1931-32	1 <sup>11</sup> / <sub>16</sub> 45		.0025	1 <sup>11</sup> / <sub>16</sub> 45		.0040	.358	.004H	.004H	.004	20°B	65°A	65°B	20°A
Eight DeL.....	1931-32	1 <sup>11</sup> / <sub>16</sub> 45		.0025	1 <sup>11</sup> / <sub>16</sub> 45		.0040	.358	.004H	.004H	.004	20°B	65°A	65°B	20°A
Eight.....	1933-34	1 <sup>11</sup> / <sub>16</sub> 45		.0025	1 <sup>11</sup> / <sub>16</sub> 45		.0040	.358	.004H	.004H	.004	30°B	65°A	65°B	30°A
Super 8.....	1933-34	1 <sup>11</sup> / <sub>16</sub> 45		.0025	1 <sup>11</sup> / <sub>16</sub> 45		.0040	.358	.004H	.004H	.004	30°B	65°A	65°B	30°A
Twelve.....	1933-34	1 <sup>11</sup> / <sub>16</sub> 45		.0025	1 <sup>11</sup> / <sub>16</sub> 45		.0050	<sup>5</sup> / <sub>16</sub>	Automatic Take-up			TDC	45°A	35°B	10°A
8-120.....	1935-36	1 <sup>11</sup> / <sub>16</sub> 30		.0005	1 <sup>11</sup> / <sub>16</sub> 45		.0005	.300	.007H	.009H	—	5°B	39°A	45°B	5°A
Eight.....	1935-36	1 <sup>11</sup> / <sub>16</sub> 45		.0025	1 <sup>11</sup> / <sub>16</sub> 45		.0040	.358	.004H	.006H	.004	30°B	65°A	65°B	30°A
Super 8.....	1935-36	1 <sup>11</sup> / <sub>16</sub> 45		.0025	1 <sup>11</sup> / <sub>16</sub> 45		.0040	.358	.004H	.006H	.004	30°B	65°A	65°B	30°A
Twelve.....	1935-36	1 <sup>11</sup> / <sub>16</sub> 45		.0025	1 <sup>11</sup> / <sub>16</sub> 45		.0050	<sup>5</sup> / <sub>16</sub>	Automatic Take-up			TDC	45°A	35°B	10°A
PLYMOUTH															
30-U.....	1930	1 <sup>11</sup> / <sub>16</sub> 45		.0020	1 <sup>11</sup> / <sub>16</sub> 45		.0030	<sup>5</sup> / <sub>16</sub>	.004H	.006H	.008	5°A	45°A	49°B	3°A
PA.....	1931	1 <sup>11</sup> / <sub>16</sub> 45		.0020	1 <sup>11</sup> / <sub>16</sub> 45		.0030	<sup>5</sup> / <sub>16</sub>	.005H	.007H	d	TDC	40°A	48°B	2°A
PB.....	1932	1 <sup>11</sup> / <sub>16</sub> 45		.0020	1 <sup>11</sup> / <sub>16</sub> 45		.0030	<sup>5</sup> / <sub>16</sub>	.005H	.007H	d	6°A	46°A	42°B	8°A
Six PC, PD.....	1933	1 <sup>11</sup> / <sub>16</sub> 45		.0010	1 <sup>11</sup> / <sub>16</sub> 45		.0030	<sup>5</sup> / <sub>16</sub>	.005H	.007H	c	6°A	46°A	42°B	8°A
Six.....	1934-36	1 <sup>11</sup> / <sub>16</sub> 45		.0010	1 <sup>11</sup> / <sub>16</sub> 45		.0030	<sup>5</sup> / <sub>16</sub>	.006H	.003H	.011	6°A	46°A	42°B	8°A
PONTIAC															
Six Big 6-30.....	1930	1 <sup>11</sup> / <sub>16</sub> 45		.0015	1 <sup>11</sup> / <sub>16</sub> 45		.0015	<sup>5</sup> / <sub>16</sub>	.007H	.009H	.010	7°A	39°A	42°B	TDC
Six M-401.....	1931	1 <sup>11</sup> / <sub>16</sub> 45		.0015	1 <sup>11</sup> / <sub>16</sub> 45		.0015	<sup>5</sup> / <sub>16</sub>	.008H	.008H	.010	7°A	39°A	42°B	TDC
Six M-402.....	1932	1 <sup>11</sup> / <sub>16</sub> 30		.0010	1 <sup>11</sup> / <sub>16</sub> 45		.0010	<sup>5</sup> / <sub>16</sub>	.009H	.009H	.010	TDC	42°A	40°B	10°A
Eight.....	1933-34	1 <sup>11</sup> / <sub>16</sub> 30		.0006	1 <sup>11</sup> / <sub>16</sub> 45		.0006	<sup>19</sup> / <sub>64</sub>	.009H	.009H	.010	5°B	39°A	45°B	5°A
Six.....	1935-36	1 <sup>11</sup> / <sub>16</sub> 30		.0006	1 <sup>11</sup> / <sub>16</sub> 45		.0006	<sup>19</sup> / <sub>64</sub>	.009H	.009H	.010	5°B	39°A	45°B	5°A
Eight.....	1935-36	1 <sup>11</sup> / <sub>16</sub> 30		.0006	1 <sup>11</sup> / <sub>16</sub> 45		.0006	<sup>19</sup> / <sub>64</sub>	.009H	.009H	.010	5°B	39°A	45°B	5°A
REO															
Six 15 Mate.....	1930	1 <sup>11</sup> / <sub>16</sub> 45		.0040	1 <sup>11</sup> / <sub>16</sub> 45		.0040	<sup>5</sup> / <sub>16</sub>	.007H	.007H	.012	5°A	—	—	—
Six 20, 25.....	1930	1 <sup>11</sup> / <sub>16</sub> 45		.0040	1 <sup>11</sup> / <sub>16</sub> 45		.0040	<sup>5</sup> / <sub>16</sub>	.007H	.007H	.012	TDC	50°A	48°B	2°A
6-21, 25 Fly. Cd.....	1931	1 <sup>11</sup> / <sub>16</sub> 45		.0040	1 <sup>11</sup> / <sub>16</sub> 45		.0040	<sup>5</sup> / <sub>16</sub>	.007H	.007H	.012	TDC	50°A	48°B	2°A
8-21, 25 Fly. Cd.....	1931	1 <sup>11</sup> / <sub>16</sub> 45		.0040	1 <sup>11</sup> / <sub>16</sub> 45		.0040	<sup>5</sup> / <sub>16</sub>	.007H	.007H	.012	5°B	40°A	50°B	5°A
Eight 30, 35.....	1931	1 <sup>11</sup> / <sub>16</sub> 45		.0030	1 <sup>11</sup> / <sub>16</sub> 45		.0030	<sup>11</sup> / <sub>32</sub>	.008H	.008H	.012	TDC	50°A	48°B	2°A
Six 21 Fly. Cd.....	1932	1 <sup>11</sup> / <sub>16</sub> 45		.0030	1 <sup>11</sup> / <sub>16</sub> 45		.0030	<sup>5</sup> / <sub>16</sub>	.007H	.007H	.007	TDC	50°A	48°B	2°A
8-21, 25 Fly. Cd.....	1932	1 <sup>11</sup> / <sub>16</sub> 30		.0020	1 <sup>11</sup> / <sub>16</sub> 45		.0020	<sup>11</sup> / <sub>32</sub>	.007H	.007H	.012	5°B	40°A	50°B	5°A
8-31, 35 Royale.....	1932	1 <sup>11</sup> / <sub>16</sub> 45		.0030	1 <sup>11</sup> / <sub>16</sub> 45		.0030	<sup>11</sup> / <sub>32</sub>	.008H	.008H	.012	TDC	50°A	48°B	2°A
Six Fly. Cd.....	1933-34	1 <sup>11</sup> / <sub>16</sub> 45		.0020	1 <sup>11</sup> / <sub>16</sub> 45		.0020	<sup>5</sup> / <sub>16</sub>	.008H	.008H	.012	TDC	50°A	48°B	2°A
8 Royale.....	1933-34	1 <sup>11</sup> / <sub>16</sub> 45		.0020	1 <sup>11</sup> / <sub>16</sub> 45		.0020	<sup>11</sup> / <sub>32</sub>	.008H	.008H	.012	TDC	50°A	48°B	2°A
6 Fly. Cd. 6A.....	1935	1 <sup>11</sup> / <sub>16</sub> 45		.0017	1 <sup>11</sup> / <sub>16</sub> 45		.0017	<sup>5</sup> / <sub>16</sub>	.007H	.008H	.012	TDC	50°A	48°B	2°A
6 Royale 7S.....	1935	1 <sup>11</sup> / <sub>16</sub> 45		.0020	1 <sup>11</sup> / <sub>16</sub> 45		.0020	<sup>5</sup> / <sub>16</sub>	.007H	.008H	.012	TDC	50°A	48°B	2°A
Six Fly. Cd.....	1936	1 <sup>11</sup> / <sub>16</sub> 45		.0020	1 <sup>11</sup> / <sub>16</sub> 45		.0020	<sup>5</sup> / <sub>16</sub>	.007H	.008H	.012	5°B	45°A	35°B	5°A
ROCKNE															
6-65.....	1931-2	1 <sup>11</sup> / <sub>16</sub> 45		.0010	1 <sup>11</sup> / <sub>16</sub> 45		.0010	<sup>5</sup> / <sub>16</sub>	.004H	.006H	.010	5°B	40°A	40°B	5°A
6-75.....	1932	1 <sup>11</sup> / <sub>16</sub> 45		.0010	1 <sup>11</sup> / <sub>16</sub> 45		.0010	<sup>5</sup> / <sub>16</sub>	.004H	.006H	.010	5°A	53°A	38°B	10°A
6-31.....	1932-3	1 <sup>11</sup> / <sub>16</sub> 45		.0010	1 <sup>11</sup> / <sub>16</sub> 45		.0010	<sup>5</sup> / <sub>16</sub>	.004H	.006H	.010	5°B	40°A	40°B	5°A

c—Intake .011", exhaust .012"

d—Intake .008", exhaust .009"



# VALVES — VALVE TIMING

Make and Model	Year	Valve Head Diam.—Intake	Angle of Seat—Intake	Stem to Guide Clearance—Intake	Valve Head Diam.—Exhaust	Angle of Seat—Exhaust	Stem to Guide Clearance—Exhaust	Lift—Intake and Exhaust	Tappet Clearance—Intake	Tappet Clearance—Exhaust	Clearance for Valve Timing—Intake and Exhaust	Valve Timing—Intake Opens	Valve Timing—Intake Closes	Valve Timing—Exhaust Opens	Valve Timing—Exhaust Closes
<b>STUDEBAKER</b>															
Six 6-53.....	1930	1 5/8	45	.0010	1 1/2	45	.0010	5/16	.004H	.006H	.010	5°A	53°A	38°B	10°A
Dict. 6-GL.....	1930	1 5/8	45	.0010	1 1/2	45	.0010	5/16	.004H	.006H	.010	5°A	53°A	38°B	10°A
Dict. 8-FC.....	1930	1 5/8	45	.0010	1 1/2	45	.0010	5/16	.004H	.006H	.010	TDC	40°A	45°B	11°A
Comm. 6-GJ.....	1930	1 5/8	45	.0010	1 1/2	45	.0010	5/16	.004H	.006H	.010	5°A	53°A	38°B	10°A
Comm. 8-FP.....	1930	1 5/8	45	.0010	1 1/2	45	.0010	5/16	.004H	.006H	.010	TDC	48°A	43°B	5°A
Pres. 8-FE, FH.....	1930	1 5/8	45	.0010	1 1/2	45	.0010	5/16	.004H	.005H	.010	5°A	45°A	45°B	12°A
Six 6-54.....	1931	1 5/8	45	.0010	1 1/2	45	.0010	5/16	.004H	.006H	.010	5°A	53°A	38°B	10°A
Dict. 8-61.....	1931	1 5/8	45	.0010	1 1/2	45	.0010	5/16	.004H	.006H	.010	TDC	40°A	45°B	11°A
Comm. 8-70.....	1931	1 5/8	45	.0010	1 1/2	45	.0010	11/32	.004H	.006H	.010	15°B	43°A	48°B	10°A
Pres. 8-80, 90.....	1931	1 5/8	45	.0010	1 1/2	45	.0010	11/32	.004H	.006H	.010	5°A	45°A	40°B	12°A
6-55, 56.....	1932	1 5/8	45	.0010	1 1/2	45	.0010	5/16	.004H	.006H	.010	5°A	53°A	38°B	10°A
Dict. 8-62.....	1932	1 5/8	45	.0010	1 1/2	45	.0010	11/32	.004H	.006H	.010	TDC	40°A	45°B	11°A
Comm. 8-71.....	1932	1 5/8	45	.0010	1 1/2	45	.0010	11/32	.004H	.006H	.010	15°B	43°A	48°B	10°A
Pres. 8-91.....	1932	1 5/8	45	.0010	1 1/2	45	.0010	11/32	.004H	.006H	.010	5°A	45°A	40°B	12°A
Comm. 8-73.....	1933	1 5/8	45	.0010	1 1/2	45	.0010	11/32	.004H	.006H	.010	15°B	43°A	48°B	10°A
Pres. 8-82.....	1933	1 5/8	45	.0010	1 1/2	45	.0010	11/32	.004H	.006H	.010	5°A	45°A	40°B	12°A
Pres. 8-92.....	1933	1 5/8	45	.0010	1 1/2	45	.0010	11/32	.004H	.006H	.010	5°A	45°A	40°B	12°A
Dict. 6.....	1934	1 5/8	45	.0010	1 1/2	45	.0010	.344	.004H	.006H	.010	15°B	43°A	48°B	10°A
Comm. 8-B.....	1934	1 5/8	45	.0010	1 1/2	45	.0010	.344	.004H	.006H	.010	15°B	43°A	48°B	10°A
Pres. 8-C.....	1934	1 5/8	45	.0010	1 1/2	45	.0010	.344	.004H	.006H	.010	15°B	43°A	48°B	10°A
Dict. 6.....	1935	1 5/8	45	.0010	1 1/2	45	.0010	5/16	.004H	.006H	.010	5°B	40°A	40°B	5°A
Comm. 8-1B.....	1935	1 5/8	45	.0010	1 1/2	45	.0010	11/32	.004H	.006H	.010	15°B	43°A	48°B	10°A
Pres. 8-1C.....	1935	1 5/8	45	.0010	1 1/2	45	.0010	11/32	.004H	.006H	.010	15°B	43°A	48°B	10°A
Dict. 6.....	1936	1 5/8	45	.0010	1 1/2	45	.0010	11/32	.016C	.016C	.020	15°B	49°A	54°B	10°A
Pres. 8.....	1936	1 5/8	45	.0010	1 1/2	45	.0010	11/32	.016C	.016C	.020	15°B	49°A	54°B	10°A
<b>TERRAPLANE</b>															
Six.....	1934	1 3/8	45	.0015	1 3/8	45	.0030	11/32	.006H	.008H	.010	10°B	60°A	59°B	18°A
Six.....	1935	1 3/8	45	.0015	1 3/8	45	.0040	11/32	.006H	.008H	.010	10 3/8°B	60°A	50°B	18 3/8°A
Six.....	1936	1 3/8	45	.0015	1 3/8	45	.0030	11/32	.006H	.008H	.010	10 3/8°B	60°A	50°B	18 3/8°A
<b>WILLYS</b>															
Six 98B.....	1930-31	1 5/8	45	.0030	1 1/2	45	.0040	5/16	.004H	.006H	.008	7°B	39°A	49°B	2°B
8-80D.....	1930	1 1/2	45	.0030	1 1/2	45	.0040	21/64	.006H	.008H	.010	TDC	30°A	34°B	4°A
Six 97.....	1931	1 5/8	45	.0030	1 1/2	45	.0040	5/16	.004H	.006H	d	7°B	39°A	49°B	2°B
Six 6-90.....	1932	1 5/8	45	.0030	1 1/2	45	.0040	5/16	.004H	.006H	d	7°B	39°A	49°B	2°B
Eight 8-88.....	1932	1 1/2	45	.0030	1 1/2	45	.0040	21/64	.006H	.008H	.010	TDC	30°A	34°B	4°A
Four 77.....	1933	1 1/2	45	.0030	1 1/2	45	.0040	21/64	.004H	.006H	.010	TDC	45°A	40°B	5°A
Four 77.....	1934-36	1 1/2	45	.0020	1 1/2	45	.0030	21/64	.004H	.006H	.010	TDC	45°A	40°B	5°A
<b>WILLYS KNIGHT</b>															
Six 70-B, 95.....	1930-31	Sleeve Valve	—	—	—	—	—	—	—	—	—	10°A	35°A	50°B	5°A
Six 66-B, 66D.....	1930-31	Sleeve Valve	—	—	—	—	—	—	—	—	—	5°A	46°A	50°B	TDC
Six 95.....	1932	Sleeve Valve	—	—	—	—	—	—	—	—	—	10°B	35°A	45°B	TDC
Six 66D.....	1932	Sleeve Valve	—	—	—	—	—	—	—	—	—	10°B	36°A	45°B	TDC

d—Intake .008", exhaust .009"



# UNISTEL-STROMBERG

**Motor Tune - up Instruments  
Bring Profits to Your Shop**

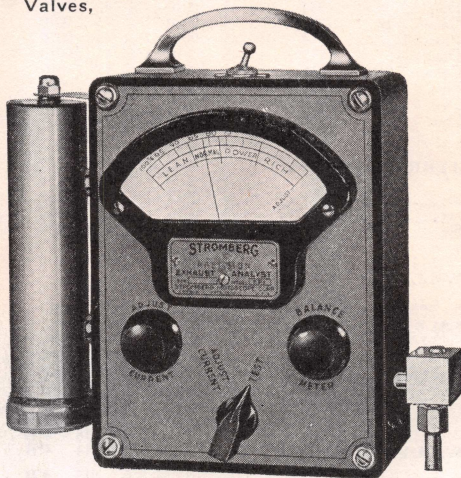
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Coil, Spark Plugs, Points, Distributor  
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Magnetos, Carburetors,  
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Late Timing of Valves,

Late Timing of Ignition,  
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Leaky Intake Gasket,  
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# **United Steel Corporation, Limited**

**58 PELHAM AVENUE, TORONTO**

**MONTREAL**

**WELLAND**



# IGNITION—IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
<b>AUBURN</b>															
6-85	1930	DR	20	22	0	.020	6°A	A	153624	6.0	4.0	7/8	Cha	C-4	.030
8-95	1930	DR	15	15	0	.020	6°A	A	16258374	6.0	4.0	7/8	Cha	C-4	.030
8-98	1931	DR	0	26	0	.022	13°B	A	16258374	4.6	.06	7/8	Cha	G-4	.025
8-100	1932	DR	15	24	0	.018	12 1/2°B	A	16258374	4.6	0.6	7/8	Cha	C-4	.026
12-160	1932	DR	25	20	0	.018	11°B	A	j	4.6	0.6	18mm	Cha	C-7	.025
8 101, 101A	1933	DR	15	24	0	.018	12 1/2°B	A	16258374	4.6	0.6	7/8	Cha	C-4	.026
8-105	1933	DR	15	24	0	.018	12 1/2°B	A	16258374	4.6	0.6	7/8	Cha	C-4	.026
12-161, 161A	1933	DR	25	20	0	.018	11°B	A	j	4.6	0.6	18mm	Cha	C-7S	.025
12-165	1933	DR	25	20	0	.018	11°B	A	j	4.6	0.6	18mm	Cha	C-7S	.025
6-52 Std.	1934	AL	0	10	0	.018	3°B	A	153624	4.5	2.5	14mm	Cha	J-6	.026
6-52 Cust.	1934	AL	0	10	0	.018	3°B	A	153624	4.5	2.5	14mm	Cha	J-6	.026
8-50 Std.	1934	AL	0	10	0	.018	3°B	A	16258374	4.5	2.5	18mm	Cha	C-7S	.026
8-50 Cust.	1934	AL	0	10	0	.018	3°B	A	16258374	4.5	2.5	14mm	Cha	J-6	.026
12 165	1934	DR	25	20	0	.018	11°B	A	j	9.2	1.2	18mm	Cha	C-7S	.025
6-53	1935	AL	0	10	0	.018	3°B	R	153624	4.5	2.5	14mm	Cha	J-6	.025
8-51	1935	AL	0	10	0	.015	3°B	R	16258374	4.5	2.5	14mm	Cha	J-6	.025
8-51 SC	1935	AL	0	10	0	.015	3°B	R	16258374	4.5	2.5	14mm	Cha	J-9B	.025
6-54	1936	AL	0	10	0	.018	3°B	R	153624	4.5	2.0	14mm	Cha	J-6	.025
8-52	1936	AL	0	11	0	.018	3°B	R	16258374	4.5	3.0	14mm	Cha	J-6	.025
8-52 SC	1936	AL	0	10	0	.018	3°B	R	16258374	4.5	3.0	14mm	Cha	J-9B	.025
<b>CADILLAC</b>															
V- 8 353	1930	DR	19	28	0	.018	10 1/8°A	A	m	2.0	2.5	18mm	AC	G-10	.025
V-16 452	1930	DR	38	24	0	.015	10 1/2°B	A	s	2.0	2.5	18mm	AC	G-10	.025
V- 8 355	1931	DR	19	28	0	.018	7 1/8°A	A	m	2.0	2.5	18mm	AC	G-10	.025
V-12 370	1931	DR	14	30	0	.018	15°B	A	j	2.0	2.5	18mm	AC	G-8	.025
V-16 452	1930	DR	9	24	0	.015	10 1/2°B	A	s	2.0	2.5	18mm	AC	G-8	.025
V- 8 355B	1932	DR	0	18	0	.020	9°B	A	h	2.0	2.5	18mm	AC	D-8	.026
V-12 370B	1932	DR	0	30	0	.024	15°B	A	j	4.0	2.5	18mm	AC	D-8	.026
V-16 452B	1932	DR	0	32	0	.016	10 1/4°B	A	s	4.0	2.5	18mm	AC	D-8	.028
V- 8 355C	1933	DR	0	18	0	.018	9 1/8°B	A	h	2.0	2.5	18mm	AC	D-8	.025
V-12 370C	1933	DR	0	40	0	.018	4°B	A	j	4.0	2.5	18mm	AC	G-7	.025
V-16 452C	1933	DR	0	25	0	.014	4°B	A	s	4.0	2.5	18mm	AC	G-7	.028
V- 8 355D	1934	DR	20	22	0	.013	4°B	A	h	4.4	2.2	18mm	AC	G-7	.025
V-12 370D	1934	DR	20	38	0	.018	4°B	A	j	4.0	2.5	18mm	AC	G-7	.025
V-16 452D	1934	DR	20	34	0	.014	4°B	A	s	4.0	2.5	18mm	AC	G-7	.026
V- 8 355E	1935	DR	20	22	0	.013	4°B	A	h	4.4	2.5	18mm	AC	G-6	.025
V-12 370E	1935	DR	20	38	0	.018	4°B	A	j	4.4	2.2	18mm	AC	G-6	.025
V-16 452E	1935	DR	20	34	0	.014	4°B	A	s	4.4	2.2	18mm	AC	G-6	.025
V- 8 60	1936	DR	20	24	15	.013	5°B	R	h	4.4	2.2	14mm	AC	K-9	.025
V- 8 70	1936	DR	20	24	15	.013	5°B	R	h	4.4	2.2	14mm	AC	K-9	.025
V- 8 75	1936	DR	20	24	15	.013	5°B	R	h	4.4	2.2	14mm	AC	K-9	.025
V-12 80 85	1936	DR	28	38	16	.018	4°B	A	j	4.4	2.0	18mm	AC	G-6	.025
V-16	1936	DR	28	34	0	.014	4°B	R	s	4.4	2.0	18mm	AC	G-6	.025
h—IR, 1L, 4R, 4L, 2L, 3R, 3L, 2R j—1L, 2R, 5L, 4R, 3L, 1R, 6L, 5R, 2L, 3R, 4L, 6R m—1L, 4R, 4L, 2L, 3R, 3L, 2R, 1R s—1L, 4R, 5L, 7R, 2L, 3R, 6L, 1R, 8L, 5R, 4L, 2R, 7L, 6R, 3L, 8R A—Advanced AL—Auto-Lite R—Retarded Cha—Champion U—Automatic advance DR—Delco-Remy															



# CARBURETORS — CARTER

(Continued from page 93)

Make of Car	Year	Carburetor Type	Carburetor Number	Idle Adjust. Set. (turns open)	Float Level—Inches	Opening—Standard	Opening—1 size lean	Opening—2 sizes lean
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## PONTIAC

Six.....'29-30	BrsB	149S	3/4 11/16	†43-41S	†43-47S	—		
8-601.....'33	W-1	255S	3/8	1/2	†75-72	†75-81	—	
8-601.....'33	W-1	266S	3/8	1/2	†75-72	†75-81	—	
8-601.....'33	W-1	280S	3/8	3/8	†75-98	†75-99	†75-100	
8-605.....'34	W-1	283S	1/2	3/8	†75-98	†75-99	†75-100	
6-701.....'35	W-1	306S	1/2	3/8	†75-125	†75-134	†75-135	
6-701.....'35	W-1	314S	1/2	3/8	†75-125	†75-134	†75-135	
8-605.....'35	W-1	298S	1/2	3/8	†75-125	†75-134	†75-135	
8-605.....'35	W-1	315S	1/2	3/8	†75-125	†75-134	†75-135	
8-36-28.....'36	W-1	322S	1/2	3/8	†75-160	†75-166	†75-167	
6-36-26.....'36	W-1	324S	1/2	3/8	†75-125	†75-134	†75-135	
6-36-26.....'36	W-1	340S	1/2	3/8	†75-135	—	—	

BB-D—B. & B., downdraft, single  
†Well jets

BrsB—Brass Bowl, updraft, single  
†—Metering rods

Make of Car	Year	Carburetor Type	Carburetor Number	Idle Adjust. Set. (turns open)	Float Level—Inches	Opening—Standard	Opening—1 size lean	Opening—2 sizes lean
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## REO

Fly. Cd.								
6A.....'35	BB-D	303S	1/4 1/64	§159-19	§159-10	§159-15		
6A.....'35	BB-D	304S	1/4 1/64	§159-46	§159-53	§159-54		
6A.....'35	BB-D	320S	1/4 1/64	§159-46	§159-53	§159-54		
Six 6D.....'36	W-1	338S	1/2 1/16	†75-174	—	—		

## TERRAPLANE

Six K.....'32	W-1	243S	5/8 13/32	†75-53	†75-90	†75-91		
Six K.....'33	W-1	267S	3/4 13/32	†75-67	†75-96	†75-97		
Six K.....'33	W-1	261S	3/8 1/2	†75-76	†75-94	†75-95		
6K, K.U.....'34	W-1	281S	3/8 3/8	†75-106	†75-100	—		
Six K.S.....'34	W-1	295S	3/8 3/8	†75-119	†75-100	—		
Six 62.....'36	W-1	329S	1/2 3/8	†75-106	†75-100	—		
Six 61.....'36	W-1	331S	1/4 3/8	†75-119	†75-100	—		

W-1—Downdraft, single  
§—Metering screws



- MOTORCO STORAGE BATTERIES.
- MOTORCO BATTERY CABLES AND GROUND STRAPS.
- MOTORCO SPARK PLUG WIRE SETS.

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# IGNITION—IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
CHEVROLET															
Six AD Univ.	1930	DR	15 26 0	.030		12°B	A	153624	3.0	2.0	18mm	AC	G-12		.025
Six AE Indep.	1931	DR	15 26 0	.030		12°B	A	153624	4.0	1.9	18mm	AC	G-12		.025
Six Confed.	1932	DR	15 26 0	.022		12°B	A	153624	4.0	1.9	18mm	AC	G-10		.025
Six Stand.	1933	DR	0 32 12	.018		10°B	A	153624	4.0	1.9	18mm	AC	G-9		.032
Six Master	1933	DR	0 36 12	.018		10°B	A	153624	4.0	1.9	18mm	AC	G-9		.032
Six Stand.	1934	DR	0 36 12	.018		10°B	A	153624	4.0	1.9	14mm	AC	K-9		.032
Six Master	1934	DR	0 36 17	.018		10°B	A	153624	4.0	1.9	14mm	AC	K-9		.032
Six Stand.	1935	DR	20 28 12	.012		5°B	A	153624	4.8	2.5	14mm	AC	K-11		.032
Six Master	1935	DR	20 28 12	.012		5°B	A	153624	4.8	2.5	14mm	AC	K-11		.032
Six Stand.	1936	DR	20 28 17	.018		5°B	R	153624	4.8	2.5	14mm	AC	K-11		.032
Six Master	1936	DR	20 28 17	.018		5°B	R	153624	4.8	2.5	14mm	AC	K-11		.032
CHRYSLER															
Six 66	1930	DR	15 25 0	.020		.020°B	A	153624	5.0	—	7/8	AC	Y		.028
Six 70	1930	DR	15 25 0	.020		.035°B	A	153624	5.0	—	7/8	AC	A		.028
Six 77	1930	DR	15 25 0	.020		.068°B	A	153624	5.0	—	7/8	AC	A		.028
Six Imp. 80	1930	DR	—	—	0	.020	.035°B	A	153624	—	—	7/8	AC	Y	.022
Six CJ	1930	DR	0 13 0	0	.020	.034°B	A	153624	—	—	18mm	AC	G-11		.020
Eight CD	1930	DR	0 20 0	0	.020	.032°B	A	153624	—	—	18mm	AC	G-10		.020
Eight CG	1930	DR	22 20 0	0	.020	.047°B	A	16258374	—	—	18mm	AC	G-12		.020
Six CM	1931	DR	0 13 0	0	.020	.034°B	A	153624	—	—	18mm	AC	G-11		.025
Eight CD DeL.	1931	DR	0 20 0	0	.020	.040°B	A	16258374	—	—	18mm	AC	G-10		.020
Eight Imp. CG	1931	DR	22 20 0	0	.020	.047°B	A	16258374	—	—	7/8	AC	Y		.020
Six CI	1932	DR	0 14 0	0	.020	10°B	A	153624	—	—	14mm	AC	K-12		.025
Eight CP	1932	DR	0 12 0	0	.020	.051°B	A	16258374	—	—	14mm	AC	K-11		.025
Eight Imp. CH	1932	DR	22 18 0	0	.020	.038°B	A	16258374	—	—	7/8	AC	Y		.025
Six CO	1933	DR	0 16 0	0	.020	TDC	A	153624	—	2.0	14mm	AC	K-12		.025
Eight CT	1933	DR	0 28 0	0	.020	2°B	A	16258374	—	2.0	14mm	AC	K-12		.025
Eight CQ	1933	DR	0 12 0	0	.018	TDC	A	16258374	—	2.0	14mm	AC	K-12		.025
Six CA	1934	DR	0 16 0	0	.020	TDC	U	153624	5.5	2.5	14mm	AC	K-12		.025
Six CA	1934	DR	0 16 0	0	.020	3°A	U	153624	5.5	2.5	14mm	AC	SL-9		.025
Six CY	1934	DR	22 16 0	0	.020	3°A	U	153624	5.5	2.5	14mm	AC	K-12		.025
Eight CU	1934	DR	22 26 0	0	.018	TDC	U	16258374	5.5	2.5	14mm	AC	K-12		.025
Eight CY	1934	DR	0 26 0	0	.018	TDC	U	16258374	5.5	2.5	14mm	AC	K-12		.025
Six C6	1935	AL	0 16 0	0	.020	TDC	U	153624	5.5	2.5	14mm	AC	K-9		.025
Eight CZ	1935	AL	0 26 0	0	.018	TDC	U	16258374	5.5	2.5	14mm	AC	K-9		.025
Eight C1 Airflow	1935	AL	0 26 0	0	.018	TDC	U	16258374	5.5	2.5	14mm	AC	K-9		.025
Eight CZ Airflow	1935	AL	0 26 0	0	.018	5°A	U	16258374	5.5	2.5	14mm	AC	K-9		.025
Six C7	1936	AL	0 16 0	0	.020	TDC	U	153624	5.5	2.5	14mm	Cha	J-8		.025
Eight C8	1936	AL	0 26 0	0	.018	TDC	U	16258374	5.5	2.5	14mm	Cha	J-8		.025
Eight C9 Airflow	1936	AL	0 26 0	0	.018	TDC	U	16258374	5.5	2.5	14mm	Cha	J-8		.025
Eight Imp. C10 Airf.	1936	AL	0 26 0	0	.018	5°A	U	16258374	5.5	2.5	14mm	Cha	J-9		.025

A—Advanced

AL—Auto-Lite  
R—Retarded

Cha—Champion  
U—Automatic advance

DR—Delco-Remy



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# IGNITION—IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TD C at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
<b>DE SOTO</b>															
Six CK	1930	DR	0 13	0	.020	.028" B	A	153624	—	—	18mm	AC	G-10		.020
Eight CF	1930	DR	22 12	0	.020	.037" B	A	16258374	—	—	18mm	AC	G-10		.020
Six SA	1931	DR	0 13	0	.018	.055" B	A	153624	—	—	18mm	AC	G-11		.020
Eight CF	1931	DR	22 12	0	.018	.060" B	A	16258374	—	—	18mm	AC	G-10		.020
Six SC	1932	DR	0 14	0	.020	9° B	A	153624	—	—	14mm	AC	K-12		.025
Six SD	1933	DR	0 14	0	.020	9° B	A	153624	—	—	14mm	AC	K-12		.025
Six SE	1934	DR	20 30	0	.020	3° A	U	153624	—	—	14mm	AC	SL-9		.025
Six SF	1935	AL	0 16	0	.020	TDC	U	153624	5 5	2 5	14mm	AC	S-9		.025
Six SG Airflow	1935	AL	0 30	0	.020	5° A	U	153624	5 5	2 5	14mm	AC	S-9		.025
Six Cust S1	1936	AL	0 16	0	.020	TDC	U	153624	5 5	2 5	14mm	Cha	J-8		.025
Six S2 Airflow	1936	AL	0 30	0	.020	5° A	U	153624	5 5	2 5	14mm	Cha	J-9		.025
<b>DODGE</b>															
Six DD	1930	DR	0 13	0	.020	.028" B	A	153624	—	—	18mm	AC	G-11		.020
Eight DC	1930	DR	0 18	0	.020	.060" B	A	16258374	—	—	18mm	AC	G-10		.020
Six DH	1931	DR	0 13	0	.018	.032" B	A	153624	—	—	18mm	AC	G-11		.020
Eight DG	1931	DR	0 18	0	.018	.048" B	A	16258374	—	—	18mm	AC	G-10		.020
Six DL	1932	DR	0 14	0	.020	.041" B	A	153624	—	—	14mm	AC	K-12		.025
Eight DK	1932	DR	0 14	0	.020	.051" B	A	16258374	—	—	14mm	AC	K-12		.025
Six DP	1933	DR	0 16	0	.020	10° B	A	153624	—	—	14mm	AC	K-12		.025
Six DQ	1933	DR	0 16	0	.020	TDC	A	153624	—	—	14mm	AC	K-12		.025
Eight DO	1933	DR	0 14	0	.020	10° B	A	16258374	—	—	14mm	AC	K-12		.025
Six DeL. DR	1934	DR	20 30	0	.020	2° A	U	153624	2 5	2 0	14mm	AC	S-9		.025
Six Std. DT	1934	DR	20 30	0	.020	3° A	U	153624	4 5	2 0	14mm	AC	S-9		.025
Six Big DS	1934	DR	20 30	0	.020	2° A	U	153624	2 5	2 0	14mm	AC	S-9		.025
Six DU	1935	AL	20 30	0	.020	2° A	U	153624	5 5	2 5	14mm	AC	S-9		.025
Six Std. DV	1935	AL	0 18	0	.020	4° A	U	153624	5 5	2 5	14mm	AC	S-9		.025
Six DeL. DV	1935	AL	0 18	0	.020	4° A	U	153624	5 5	2 5	14mm	AC	S-9		.025
Six D2	1936	AL	20 30	0	.020	4° A	U	153624	5 5	2 5	14mm	Cha	J-8		.025
Six D3	1936	AL	0 18	0	.020	4° A	U	153624	5 5	2 5	14mm	Cha	J-8		.025
Six D4	1936	AL	0 18	0	.020	4° A	U	153624	5 5	2 5	14mm	Cha	J-8		.025
<b>DURANT</b>															
6-11	1930	AL	10 12	0	.020	8 1/2° B	A	153624	4 0	2 5	18mm	Cha	C-7		.025
6-14	1930	AL	10 12	0	.020	8 1/2° B	A	153624	4 0	2 5	18mm	Cha	C-7		.025
6-17	1931	AL	10 12	0	.020	8 1/2° B	A	153624	4 0	2 5	18mm	Cha	C-7		.025
6-18	1931	AL	10 12	0	.020	8 1/2° B	A	153624	4 0	2 5	18mm	Cha	C-7		.025
<b>ERSKINE</b>															
Six 53	1930	DR	15 32	0	.020	7 1/2° A	R	142635	4 0	0 5	7/8	Cha	C-4		.020

A—Advanced

AL—Auto-Lite  
R—Retarded

Cha—Champion  
U—Automatic advance

DR—Delco-Remy

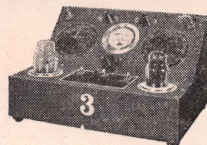


# A New Line OF ENGINE TUNE-UP EQUIPMENT

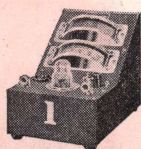
## INSPIRED WITH BRILLIANT ENGINEERING GENIUS

Most efficient, complete engine analyzer ever offered at lowest price in history. 5 removable self-contained units mounted on metal stand.

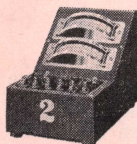
(Canadian Prices Shown)



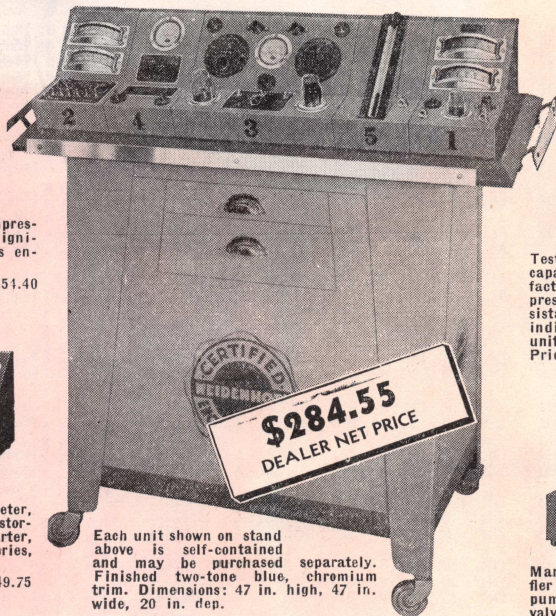
Coil Tester; tests coil and ignition system under starting, slow, or high speed conditions, etc.  
Price .. \$70.35



Tests vacuum, compression, spark plugs, ignition cable. Detects engine miss, etc..  
Price ..... \$51.40



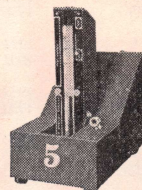
Voltmeter, Ammeter, Rheostats. Tests storage battery, starter, distributor, accessories, wiring, etc.  
Price ..... \$49.75



Each unit shown on stand above is self-contained and may be purchased separately. Finished two-tone blue, chromium trim. Dimensions: 47 in. high, 47 in. wide, 20 in. dep.



Tests condensers for capacity and power factor. Tests radio suppressors, antennas, resistance of fuel gauge indicators and tank units, etc.  
Price ..... \$34.80



Manometer; tests muffler back pressure, fuel pump pressure, float valve needle, fuel line, fuel pump suction, air cleaner restriction, etc.  
Price ..... \$36.80

Efficiency and still more efficiency was the keynote of demands urged upon Weidenhoff engineers. As a result this new line of Engine Tune-up Equipment was originated. Extremely simple to operate, with a minimum of test leads and elimination of all variables, this Equipment is priced within the means of the smallest crossroads service garage.

WRITE FOR BULLETIN G-1000 FOR DETAILED DESCRIPTION.

SOLD AND SERVICED IN CANADA

JOBBERs WRITE FOR PARTICULARS

# JOSEPH WEIDENHOFF, INC.

4340-58 ROOSEVELT RD.,

CHICAGO

CANADIAN WAREHOUSE:

15 BREADALBANE ST.

TORONTO, ONT.



# IGNITION—IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap	
ESSEX																
Super 6.....	1930	AL	0 10	0	.020	TDC	R	153624	5.0	2.0	18mm	AC	G-10		.020	
Super 6.....	1931	AL	0 10	0	.020	TDC	R	153624	5.0	2.0	18mm	AC	G-10		.020	
Six.....	1932	AL	0 29	0	.020	TDC	R	153624	5.0	2.0	14mm	AC	G-8		.025	
Terraplane 6.....	1933	AL	0 29	0	.020	TDC	R	153624	5.0	2.0	14mm	AC	K-9		.022	
Terraplane 8.....	1933	AL	0 35	0	.020	TDC	R	16258374	5.0	2.0	14mm	AC	K-9		.022	
FORD																
Model A.....	1930-2	Own	20	0	0	.018	TDC	R	1342	4.5	0.7	7/8	Cha	3-X		.025
Model B.....	1933	AL	0 29	0	.018	TDC	R	1342	4.0	0.8	7/8	Cha	C4-X		.027	
V-8.....	1932-3	FM	0 22	0	.015	4°B	U	15486372	3.0	1.0	7/8	Cha	C4 X		.025	
V-8.....	1934	FM	0 22	0	.015	4°B	U	15486372	3.0	1.0	18mm	Cha	C-7		.025	
V-8.....	1935	FM	0 22	0	.015	4°B	U	15486372	4.0	2.8	18mm	Cha	C-7		.025	
V-8.....	1936	FM	0 22	0	.015	4°B	U	15486372	4.0	2.8	18mm	Cha	C-7		.025	
FRONTENAC																
Six E.....	1931	AL	10 12	0	.020	8 1/2°B	A	153624	4.0	2.5	7/8	Cha	C-7		.025	
6-70.....	1932	AL	10 12	0	.020	8 1/2°B	A	153624	4.0	2.5	7/8	Cha	C-7		.025	
6-85.....	1932	AL	10 12	0	.020	8 1/2°B	A	153624	4.0	2.5	7/8	Cha	C-7		.025	
C-400.....	1933	AL	15 26	0	.020	TDC	R	1342	4.0	2.5	18mm	AC	G-8		.025	
GRAHAM																
Six Std.....	1930	DR	15 18	0	.020	1°B	A	153624	4.0	1.8	7/8	Cha	C-4		.025	
Six Spec.....	1930	DR	15 18	0	.020	1°B	A	153624	4.0	1.8	7/8	Cha	C-4		.025	
Eight Std.....	1930	DR	15 16	0	.020	5°B	A	16258374	4.0	1.8	7/8	Cha	C-5		.025	
Eight Spec.....	1930	DR	15 18	0	.020	2°B	A	16258374	4.0	1.8	7/8	Cha	C-5		.025	
Eight Cust.....	1930	DR	15 18	0	.020	2°B	A	16258374	4.0	1.8	18mm	Cha	C-7		.025	
Six Std.....	1931	DR	15 18	0	.020	1°B	A	153624	4.0	0.8	7/8	Cha	C-4		.025	
Six Spec.....	1931	DR	15 18	0	.020	1°B	A	153624	4.0	0.8	7/8	Cha	C-4		.025	
Eight Spec.....	1931	DR	15 16	0	.020	5°B	A	16258374	4.0	1.8	7/8	Cha	C-5		.025	
Eight Cust.....	1931	DR	15 16	0	.020	5°B	A	16258374	4.0	1.8	18mm	Cha	C-7		.025	
Six.....	1932	DR	0 12	0	.018	3°B	A	153624	4.0	0.8	7/8	Cha	C-5		.025	
Eight.....	1932	DR	0 12	0	.018	3°B	A	16258374	4.0	1.8	7/8	Cha	C-5		.025	
Six Std.....	1933	DR	0 12	0	.018	3°B	A	153624	4.0	1.8	7/8	Cha	C-5		.025	
Eight Std.....	1933	DR	0 12	0	.018	3°B	A	16258374	4.0	1.8	7/8	Cha	C-5		.025	
Eight Cust.....	1933	DR	0 12	0	.018	3°B	A	16258374	4.0	1.8	7/8	Cha	C-5		.025	
Six Std.....	1934	DR	0 21	0	.018	3°B	A	153624	4.0	1.8	18mm	Cha	No. 7		.025	
Eight Std.....	1934	DR	0 12	0	.018	3°B	A	16258374	4.0	1.8	18mm	Cha	No. 7		.025	
Eight Cust.....	1934	DR	0 12	0	.018	3°B	A	16258374	4.0	1.8	18mm	Cha	No. 7		.025	
Six.....	1935	DR	0 12	0	.018	2°B	A	153624	3.0	1.8	18mm	Cha	No. 7		.025	
Six Spec.....	1935	DR	0 19	0	.018	3°B	A	153624	3.0	1.8	18mm	Cha	No. 7		.025	
Eight.....	1935	DR	0 15	10	.018	3°B	A	16258374	3.0	1.8	18mm	Cha	No. 7		.025	
Eight Super C.....	1935	DR	0 14	10	.018	3°B	A	16258374	3.0	1.8	18mm	Cha	No. 7		.025	
6- 80 Crusader.....	1936	DR	0 18	10	.018	2°B	A	153624	3.0	1.8	18mm	Cha	No. 7		.025	
6- 90 Cavalier.....	1936	DR	0 17	10	.018	TDC	A	153624	3.0	1.8	14mm	Cha	J-9		.025	
6-110 Super C.....	1936	DR	0 17	10	.018	TDC	A	153624	3.0	1.8	14mm	Cha	J-9		.025	

A—Advanced

AL—Auto-Lite  
R—Retarded

Cha—Champion  
U—Automatic advance

DR—Delco-Remy

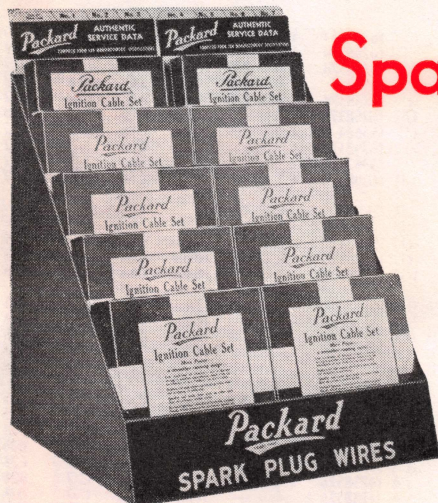


# Packard

TRADE MARK

## Wiring Equipment

THE STANDARD OF THE AUTOMOTIVE INDUSTRY



## Spark Plug Wires

It's FREE—this handy "merchandise" for Packard Ignition Cable Sets. It draws the attention of motorists to the necessity of new Spark Plug Wires—and makes SALES! And besides—it contains a set of SPECIFICATION CARDS giving authentic electrical tune-up information on all cars. You can take these cards right to the job—and once you start to use them you wouldn't be without them. Ask your jobber for information on Packard Merchandise Deals.

## Battery Cables

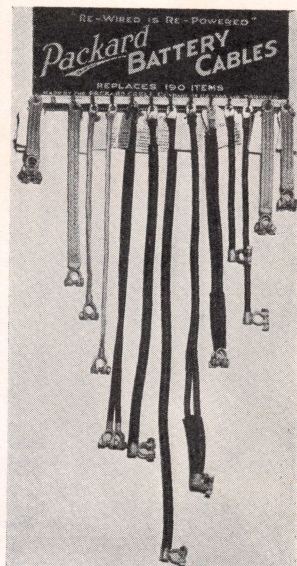
Packard Battery Cable "merchandise" sets are "silent salesmen" of popular and fast-moving items. You take no risk when you purchase a Packard "Merchandise" group—because our "No Obsolescence" guarantee is your protection. And when you install Packard Battery Cables, you take no risk either—for you know the job is right.

**We Guarantee — NO Obsolescence**

*Slow Movers Exchanged for Fast  
by any Packard Jobber.*

**The Packard Cable Co. of Canada Ltd.**

287 King St. East, Toronto.





# IGNITION—IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
HUDSON															
Great 8	1930	AL	0 10	0	.015	TDC	R	16258374		5.0	2.0	18mm	AC	G-10	.020
Eight	1931	AL	0 10	0	.015	TDC	R	16258374		5.0	2.0	18mm	AC	G-10	.022
Eight	1932	AL	0 35	0	.015	TDC	R	16258374		5.0	2.0	18mm	AC	G-8	.025
Super Six	1933	AL	0 29	0	.020	TDC	R	153624		5.0	2.0	14mm	AC	G-8	.022
Eight	1933	AL	0 35	0	.015	TDC	R	16258374		5.0	2.0	14mm	AC	G-8	.022
Eight	1934	AL	0 35	0	.020	TDC	U	16258374		4.5	2.5	14mm	Cha	J-7	.020
Big Six	1935	AL	0 29	0	.020	TDC	U	153624		4.5	2.5	14mm	Cha	J-7S	.022
Eight	1935	AL	0 35	0	.020	TDC	U	16258374		4.5	2.5	14mm	Cha	J-7S	.022
Six	1936	AL	0 29	0	.020	TDC	U	153624		4.5	2.5	14mm	Cha	J-8	.022
Eight	1936	AL	0 35	0	.020	TDC	U	16258374		4.5	2.5	14mm	Cha	J-8	.022
HUPMOBILE															
Six S	1930	AL	— —	0	.018	TDC	R	153624		—	—	18mm	Cha	C-7	.025
Eight C	1930	AL	— —	0	.020	TDC	R	14738526		—	—	18mm	Cha	C-7	.028
Eight H	1930	AL	— —	0	.020	TDC	R	14738526		—	—	18mm	Cha	C-7	.028
Six Century	1931	AL	— —	0	.015	TDC	R	153624		—	—	18mm	Cha	C-7	.025
Eight Century	1931	AL	— —	0	.020	TDC	R	14738526		—	—	18mm	Cha	C-7	.028
Eight C	1931	AL	— —	0	.020	TDC	R	14738526		—	—	18mm	Cha	C-7	.028
Eight H	1931	AL	— —	0	.020	TDC	R	14738526		—	—	18mm	Cha	C-7	.028
Eight U	1931	AL	— —	0	.020	TDC	R	14738526		—	—	18mm	Cha	C-7	.028
Six 214	1932	AL	— —	0	.015	TDC	A	153624		4.7	2.0	18mm	Cha	C-7	.025
Six 216	1932	AL	— —	0	.017	10°B	A	153624		—	—	18mm	Cha	C-7	.025
Eight 218	1932	AL	— —	0	.020	20°B	A	14738526		4.7	2.0	18mm	Cha	C-7	.028
Eight 221	1932	AL	— —	0	.020	9°B	A	14738526		4.7	2.0	18mm	Cha	C-7	.028
Eight 222	1932	AL	— —	0	.020	13°B	A	14738526		—	—	18mm	Cha	C-7	.028
Eight 225	1932	AL	— —	0	.020	9°B	A	14738526		4.7	2.0	18mm	Cha	C-7	.028
Eight 226	1932	AL	— —	0	.020	9°B	A	14738526		—	—	18mm	Cha	C-7	.028
Eight 237	1932	AL	— —	0	.020	9°B	A	14738526		4.7	2.0	18mm	Cha	C-7	.028
Six 321	1933	AL	12 7	0	.015	10°B	A	153624		—	—	18mm	Cha	C-7	.028
Eight 322	1933	AL	13 7	0	.020	9°B	A	14738526		—	—	18mm	Cha	C-7	.028
Eight 326	1933	AL	13 7	0	.020	9°B	A	14738526		—	—	18mm	Cha	C-7	.028
Six 417	1934	AL	12 14	0	.015	7°B	A	153624		—	—	18mm	Cha	C-7	.026
Six 421-421A	1934	AL	12 7	0	.015	10°B	A	153624		4.0	1.7	18mm	Cha	C-7	.028
Six 421J	1934	AL	12 14	0	.015	7°B	A	153624		—	—	18mm	Cha	C-7	.026
Eight 422	1934	AL	13 7	0	.020	9°B	A	14738526		5.0	2.0	18mm	Cha	C-7	.028
Eight 426	1934	AL	0 13	0	.020	9°B	A	14738526		5.0	2.0	18mm	Cha	C-7	.028
Eight 427	1934	AL	0 13	0	.020	9°B	A	14738526		—	—	18mm	Cha	C-7	.028
Six 517	1935	AL	12 14	0	.018	7°B	A	153624		4.5	2.0	18mm	Cha	C-7	.027
Six 518	1935	AL	12 14	0	.018	7°B	A	153624		4.5	2.0	18mm	Cha	C-7	.025
Eight 521-0	1935	AL	0 13	0	.020	9°B	A	14738526		5.0	2.0	18mm	Cha	C-7	.028
Eight 527	1935	AL	0 13	0	.020	7°B	A	14738526		4.5	2.0	18mm	Cha	C-7	.027
Six 618-G	1936	AL	0 14	0	.018	7°B	A	153624		4.0	2.0	18mm	Cha	C-7	.027
Eight 621-N	1936	AL	0 13	0	.015	7°B	A	14738526		4.5	2.0	18mm	Cha	C-7	.027
LAFAYETTE															
Six	1934	AL	0 26	0	.020	10°B	U	153624		4.0	2.5	18mm	Cha	C-15	.018
Six 3510	1935	AL	0 26	0	.020	10°B	U	153624		4.0	2.5	18mm	Cha	C-15	.018
Six 3610	1936	AL	0 26	0	.020	10°B	U	153624		4.0	2.5	18mm	—	—	.025

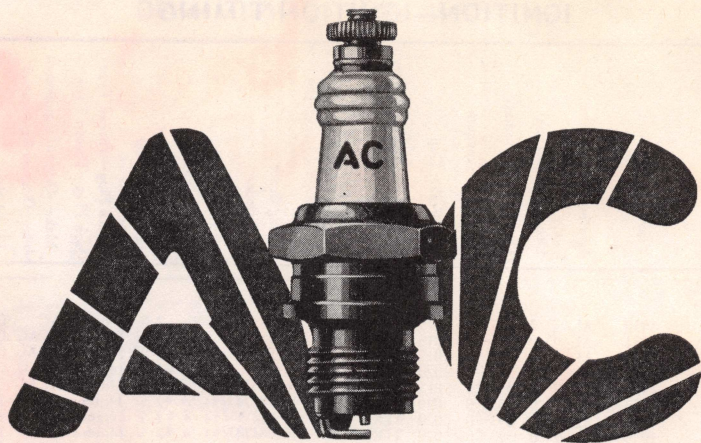
A—Advanced

AL—Auto-Lite  
R—Retarded

Cha—Champion  
U—Automatic advance

DR—Delco-Remy





## THE QUALITY SPARK PLUG

● Used by more Dominion motorists than any other spark plug. Superior because of many exclusive, patented construction features, including — One-piece, heat-sealed construction . . . Isovolt electrodes . . . welded side electrodes . . . two-piece center electrode . . . unglazed insulator tip.

MADE IN CANADA

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**AC SPARK PLUG COMPANY**  
**ST. CATHARINES, ONTARIO**

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# IGNITION—IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
<b>LA SALLE</b>															
V-8 340.....	1930	DR	19	28	0	.018	7½°A	A	m	2.0	2.5	18mm	AC	G-10	.025
V-8 345.....	1931	DR	19	28	0	.018	7½°A	A	m	2.0	2.5	18mm	AC	G-10	.025
V-8 345B.....	1932	DR	0	18	0	.020	9°B	A	h	2.0	2.5	18mm	AC	D-8	.025
V-8 345C.....	1933	DR	0	18	0	.018	9½°B	A	h	2.0	2.5	18mm	AC	D-8	.025
Eight 350.....	1934	DR	20	28	0	.018	8°B	R	16258374	4.4	2.3	18mm	AC	G-9	.025
Eight 35-50.....	1935	DR	20	28	0	.018	8°B	R	16258374	4.4	2.2	14mm	AC	K-9	.025
Eight 36-50.....	1936	DR	20	28	18	.013	8°B	R	16258374	4.4	2.2	14mm	AC	K-9	.025
<b>MARQUETTE</b>															
Six 30.....	1930	DR	14	19	0	.018	7°B	A	153624	5.0	1.5	18mm	AC	G-12	.025
<b>McLAUGHLIN-BUICK</b>															
Six 40.....	1930	DR	24	29	0	.018	15°B	A	142635	5.0	1.5	18mm	AC	G-14	.025
Six 50.....	1930	DR	24	20	0	.018	17°B	A	142635	5.0	1.5	18mm	AC	G-14	.025
Six 60.....	1930	DR	24	20	0	.018	17°B	A	142635	5.0	1.5	18mm	AC	G-14	.025
Eight 50.....	1931	DR	24	17	0	.018	12°B	A	16258374	5.0	1.5	18mm	AC	J-12	.025
Eight 60.....	1931	DR	24	30	0	.018	11°B	A	16258374	5.0	1.5	18mm	AC	J-12	.025
Eight 80-90.....	1931	DR	24	30	0	.018	10°B	A	16258374	5.0	1.5	18mm	AC	J-12	.025
Eight 50.....	1932	DR	24	17	0	.020	7°B	A	16258374	5.0	1.0	18mm	AC	H-9	.020
Eight 60.....	1932	DR	24	26	0	.020	11°B	A	16258374	5.0	1.0	18mm	AC	H-9	.020
Eight 80-90.....	1932	DR	24	26	0	.020	10°B	A	16258374	5.0	1.0	18mm	AC	H-9	.020
Eight 50.....	1933	DR	24	17	0	.015	7°B	A	16258374	4.5	2.5	18mm	AC	H-9	.020
Eight 60.....	1933	DR	24	26	0	.015	11°B	A	16258374	4.5	2.5	18mm	AC	H-9	.020
Eight 80-90.....	1933	DR	24	26	0	.015	10°B	A	16258374	4.5	2.5	18mm	AC	H-9	.020
Eight 40.....	1934	DR	10	26	10	.013	2°B	A	16258374	4.5	2.5	18mm	AC	H-9	.020
Eight 50.....	1934	DR	12	17	10	.013	7°B	A	16258374	4.5	2.5	18mm	AC	H-9	.020
Eight 60.....	1934	DR	12	26	10	.013	11°B	A	16258374	4.5	2.5	18mm	AC	H-9	.020
Eight 90.....	1934	DR	12	26	10	.013	10°B	A	16258374	4.5	2.5	18mm	AC	H-9	.020
Eight 44.....	1935	DR	10	26	10	.013	2°B	A	16258374	4.5	2.5	18mm	AC	H-9	.020
Eight 45.....	1935	DR	12	17	10	.013	7°B	A	16258374	4.5	2.5	18mm	AC	H-9	.020
Eight 46.....	1935	DR	12	26	10	.013	11°B	A	16258374	4.5	2.5	18mm	AC	H-9	.020
Eight 49.....	1935	DR	12	26	10	.013	10°B	A	16258374	4.5	2.5	18mm	AC	H-9	.020
Eight 44.....	1936	DR	0	22	10	.013	2°B	A	16258374	4.5	2.5	18mm	AC	H-9	.025
Eight 46.....	1936	DR	0	26	10	.013	10°B	A	16258374	4.5	2.5	18mm	AC	H-9	.025
Eight 48.....	1936	DR	0	26	10	.013	10°B	A	16258374	4.5	2.5	18mm	AC	H-9	.025
Eight 49.....	1936	DR	0	26	10	.013	10°B	A	16258374	4.5	2.5	18mm	AC	H-9	.025
<b>NASH</b>															
Six Single 450.....	1930	AL	0	32	0	.020	¾°B	U	153624	4.0	2.0	18mm	AC	G-14	.020
Six Twin-Ign. 480.....	1930	AL	38	16	0	.020	15°B	A	153624	10.0	5.0	18mm	AC	G-14	.020
Eight Twin-Ign. 490.....	1930	AL	9	16	0	.020	15°B	A	16258374	10.0	5.0	18mm	AC	J-9	.020

(Continued on next page)

m—1L, 4R, 4L, 2L, 3R, 3L, 2R, 1R

h—1R, 1L, 4R, 4L, 2L, 3R, 3L, 2R

A—Advanced

AL—Auto-Lite  
R—Retarded

Cha—Champion  
U—Automatic advance

DR—Delco-Remy



# HOW TO GET *all* THE POWER OF AN ENGINE

---

## **1. TIMING MUST BE RIGHT**

In older cars, where compression ratios were low, the exact timing was relatively unimportant in the power output of an engine. A setting anywhere near peak power would "get by". Modern high compression engines have critical points for timing that must be accurate to develop maximum power.

A few degrees error means considerable loss of power. Breaker points must be set exactly to manufacturers' specifications. Coils, condensers and spark plugs must be checked frequently.

## **2. FUEL MUST BE RIGHT**

Only motor fuel of high octane rating has sufficient anti-knock quality to deliver knockless performance in modern motors which are accurately tuned. Gasoline that knocks when the timing is set for peak power wastes fuel and oil, as well as power. Do not retard spark to stop knock. Change fuel to one of sufficiently high anti-knock rating to get knockless performance with the spark maximum power setting. Retarded spark wastes gasoline and loses power.



*Get ALL the power with* **ETHYL**



# IGNITION—IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
NASH—Continued															
Six 6-60.....	1931	AL	0 32	0 .020		3/8"	U	153624	4.0	2.0	18mm	AC	G-14		.018
Eight 8-70.....	1931	AL	0 32	0 .020		—	—	16258374	4.0	2.0	18mm	AC	G-14		.018
8 Twin-Ign. 8-80.....	1931	AL	38 16	0 .025		15°B	A	16258374	10.0	5.0	14mm	AC	K-12		.018
8 Twin-Ign. 8-90.....	1931	AL	9 16	0 .025		TDC	A	16258374	10.0	5.0	18mm	AC	J-9		.018
Six 980.....	1932	AL	0 32	0 .020		3/8"	U	153624	4.0	2.0	14mm	AC	K-12		.020
Six Big 1060.....	1932	AL	0 26	0 .020		—	U	153624	4.0	2.0	18mm	AC	G-10		.020
Eight 970.....	1932	AL	0 32	0 .020		5°B	A	16258374	4.0	2.0	14mm	AC	K-12		.020
Eight Std. 1070.....	1932	AL	0 32	0 .020		5°B	A	16258374	4.0	2.0	18mm	AC	G-10		.018
Eight Twin-Ign. 980.....	1932	AL	20 16	0 .025		15°B	A	16258374	10.0	5.0	14mm	AC	K-12		.020
Eight Twin-Ign. 990.....	1932	AL	9 16	0 .025		TDC	A	16258374	10.0	5.0	18mm	AC	J-9		.019
Eight Spec. 1080.....	1932	AL	20 16	0 .020		15°B	A	16258374	10.0	5.0	14mm	AC	K-12		.020
Eight Adv. 1090.....	1932	AL	9 16	0 .020		TDC	A	16258374	10.0	5.0	18mm	AC	J-9		.019
Eight Amb. 1090.....	1932	AL	9 16	0 .020		TDC	A	16258374	10.0	5.0	18mm	AC	J-9		.019
Six Big 1120.....	1933	AL	0 26	0 .020		10°B	U	153624	4.0	2.0	18mm	AC	G-10		.018
Eight Std. 1130.....	1933	AL	0 26	0 .020		5°A	A	16258374	4.0	2.0	18mm	AC	G-10		.018
Eight Spec. 1170.....	1933	AL	0 32	0 .020		5°A	A	16258374	4.0	2.0	14mm	AC	K-12		.018
Eight Adv. 1180.....	1933	AL	20 16	0 .020		15°B	A	16258374	10.0	5.0	14mm	AC	K-12		.020
Eight Amb. 1190.....	1933	AL	9 16	0 .020		TDC	A	16258374	10.0	5.0	18mm	AC	J-9		.019
Six Big 1220.....	1934	AL	0 30	0 .020		15°B	U	153624	10.0	6.0	14mm	AC	K-12		.020
Eight Adv. 1280.....	1934	AL	0 30	0 .020		15°B	U	16258374	10.0	6.0	14mm	AC	K-12		.020
Eight Amb. 1290.....	1934	AL	0 16	0 .020		15°B	U	16258374	10.0	6.0	18mm	AC	J-9		.020
Six Adv. 3520.....	1935	AL	0 20	0 .020		15°B	U	153624	4.0	2.5	14mm	AC	K-12		.022
Eight Adv. 3580.....	1935	AL	0 20	0 .020		15°B	U	16258374	4.0	2.5	14mm	AC	K-12		.022
Eight Amb. 3588.....	1935	AL	0 20	0 .020		15°B	U	16258374	4.0	2.5	14mm	AC	K-12		.022
Six Amb.....	1936	AL	33 30	0 .020		TDC	U	153624	4.0	2.0	18mm	—	—		.025
Six Amb.....	1936	AL	0 14	0 .020		15°B	U	153624	4.0	2.0	14mm	AC	K-12		.025
Eight Super Amb.....	1936	AL	0 30	0 .020		15°B	U	16258374	4.0	2.0	14mm	AC	K-12		.025

## OAKLAND

Eight 101-8.....	1930	DR	0 27	0 .016	7 B	R	f	4.5	2.0	18mm	AC	G-12	.025
Eight.....	1931	DR	0 27	0 .022	7 B	R	f	4.5	2.0	18mm	AC	G-12	.025

## OLDSMOBILE

Six F-30.....	1930	DR	0 22	0 .022	5 A	A	153624	4.5	0.5	18mm	AC	G-12	.025
Six F-31.....	1931	DR	0 22	0 .022	5 A	A	153624	4.5	0.5	18mm	AC	G-12	.025
Six F-32.....	1932	DR	0 22	0 .022	5 B	A	153624	4.5	2.0	18mm	AC	G-9	.025
Eight L-32.....	1932	DR	0 22	0 .022	5 B	A	16258374	4.5	2.5	18mm	AC	G-9	.025
Six F-33.....	1933	DR	0 27	0 .018	3 1/2 B	A	153624	4.5	2.0	18mm	AC	G-9	.025
Six F-33.....	1933	DR	0 26	0 .018	3 1/2 B	A	16258374	4.5	2.5	18mm	AC	G-9	.025
Six F-34.....	1934	DR	0 20	0 .022	TDC	A	153624	4.5	2.0	18mm	AC	G-9	.025
Six F-34.....	1934	DR	0 25	0 .022	3 1/2 B	A	16258374	4.5	2.5	18mm	AC	G-9	.05
Six F-35.....	1935	DR	0 21	0 .018	2 B	R	153624	4.5	2.0	18mm	AC	G-9	.025
Six F-35.....	1935	DR	0 24	0 .018	3 B	R	16258374	4.5	2.0	18mm	AC	G-9	.025
Six F-36.....	1936	DR	20 27	17 .020	TDC	R	153624	4.5	2.0	18mm	AC	G-9	.030
Eight L-36.....	1936	DR	20 30	12 .015	2 B	R	16258374	4.5	2.0	18mm	AC	G-9	.030

f—1L, 2R, 3L, 1R, 4L, 3R, 2L, 4R

A—Advanced

AL—Auto-Lite  
R—Retarded

Cha—Champion  
U—Automatic advance

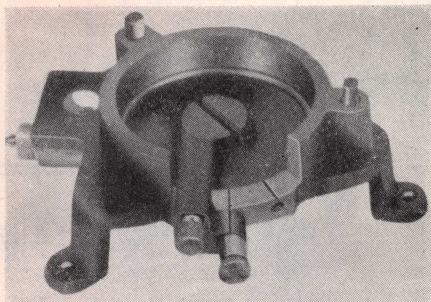
DR—Delco-Remy



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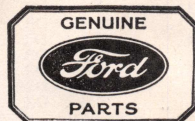
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Windsor

Ontario



# IGNITION—IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
PACKARD															
8 Std. 726-733	1930	NE	0 11	0	.015		12°B	A	16258374	4.7	1.0	⅜	Cha	C-4	.025
8 Speed. 734	1930	NE	0 11	0	.015		12°B	A	16258374	4.7	1.0		Cha		.025
8 Cust. 740	1930	NE	0 19	0	.015		4°B	A	16258374	4.7	1.0	⅜	Cha	C-4	.025
8 DeL. 745	1930	NE	0 19	0	.015		4°B	A	16258374	4.7	1.0	⅜	Cha	C-4	.025
8 Std. 826-833	1931	NE	0 11	0	.015		12°B	A	16258374	4.7	1.0	14mm	AC	K-10	.025
8 DeL. 840-845	1931	NE	0 19	0	.015		4°B	A	16258374	4.7	1.0	14mm	AC	K-10	.025
8 Std. 901-902	1932	NE	0 11	0	.015		12°B	A	16258374	4.7	1.0	14mm	AC	K-9	.025
8 DeL. 903-904	1932	NE	0 19	0	.015		4°B	A	16258374	4.7	1.0	14mm	AC	K-9	.025
Eight 1001-1002	1933	NE	0 11	0	.018		9°B	A	16258374	4.7	1.0	14mm	AC	K-7	.025
8 Super 1003-1004	1933	NE	0 19	0	.018		9°B	A	16258374	4.7	1.0	14mm	AC	K-7	.025
12 Cust. 1005-1006	1933	NE	0 16	0	.018		7°B	A	g	4.7	1.0	14mm	AC	K-7	.025
8 1100-1-2	1934	NE	0 11	0	.018		6°B	A	16258374	4.7	1.0	14mm	AC	K-7	.025
8 Super 1103-4-5	1934	NE	0 19	0	.018		6°B	A	16258374	4.7	1.0	14mm	AC	K-7	.025
2 1107-8	1934	NE	0 16	0	.018		8°B	A	g	4.7	1.0	14mm	AC	K-7	.025
8 120	1935	AL	0 20	0	.018		5°B	A	16258374	4.7	1.0	14mm	AC	K-7	.025
8 1200-1-2	1935	DR	0 11	0	.018		6°B	A	16258374	4.7	1.0	14mm	AC	K-7	.025
8 Super 1203-4-5	1935	DR	0 19	0	.018		6°B	A	16258374	4.7	1.0	14mm	AC	K-7	.025
12 1207-1208	1935	DR	0 16	0	.018		8°B	A	g	4.7	1.0	14mm	AC	K-7	.025
8 120-B	1936	AL	0 20	0	.018		7°B	A	16258374	4.7	1.0	14mm	Cha	J-8	.028
8 1400-1-2	1936	DR	0 18	0	.018		6°B	A	16258374	4.7	1.0	14mm	Cha	J-8	.028
8 Super 1403-4-5	1936	DR	0 18	0	.018		6°B	A	16258374	4.7	1.0	14mm	Cha	J-8	.028
12 1407-8	1936	AL	0 12	0	.018		8°B	A	g	4.7	1.0	14mm	Cha	J-8	.028
PLYMOUTH															
30-U	1930	DR	18 22	0	.020		.050°B	A	1342	—	—	18mm	AC	G-12	.020
PA	1931	DR	22 18	0	.018		.046°B	A	1342	—	—	18mm	AC	G-12	.012
PB	1932	DR	0 18	0	.020		10°B	A	1342	—	—	18mm	AC	G-12	.020
Six PC	1933	DR	0 16	0	.020		10°B	A	153624	—	—	14mm	AC	K-12	.025
Six PD	1933	DR	0 16	0	.020		TDC	A	153624	—	—	14mm	AC	K-12	.025
Six Std. PF	1934	DR	0 18	0	.020		9°A	U	153624	4.5	2.0	14mm	AC	S-9	.025
Six DeL. PE	1934	DR	0 18	0	.020		3°A	U	153624	4.5	2.0	14mm	AC	S-9	.025
Six PJ	1935	AL	0 18	0	.020		4°A	U	153624	5.5	2.5	14mm	AC	S-9	.025
Six Std. PJ	1935	AL	0 18	0	.020		4°A	U	153624	5.5	2.5	14mm	AC	S-9	.025
Six DeL. PJ	1935	AL	0 18	0	.020		4°A	U	153624	5.5	2.5	14mm	AC	S-9	.025
Six Std. P1	1936	AL	0 18	0	.020		4°A	U	153624	5.5	2.5	14mm	Cha	J-8	.025
Six DeL. P2	1936	AL	0 18	0	.020		4°A	U	153624	5.5	2.5	14mm	Cha	J-8	.025
PONTIAC															
Six Big 6-20	1930	DR	0 28	0	.022		3°B	R	153624	5.0	2.0	18mm	AC	G-14	.022
Six M-401	1931	DR	0 28	0	.022		3°B	R	153624	5.0	2.0	18mm	AC	G-14	.022
Six M-402	1932	DR	0 23	0	.022		4°B	U	153624	4.5	2.0	14mm	AC	K-12	.025
Eight M-601	1933	DR	0 23	0	.015		9°B	A	16258374	4.5	2.0	14mm	AC	K-10	.025

Continued on next page

(Continued on next page)

g—1R, 6L, 5R, 2L, 3R, 4L, 6R, 1L, 2R, 5L, 4R, 3L

A—Advanced AL—Auto-Lite Cha—Champion DR—Delco-Remy  
NE—North-East R—Retarded U—Automatic advance




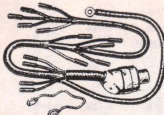


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# IGNITION—IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
<b>PONTIAC—Continued</b>															
Eight 603.....	1934	DR	0	22	20	.013	9°B	R	16258374	4.5	2.0	14mm	AC	K-7	.025
Six.....	1935	DR	0	20	15	.020	4°B	R	153624	3.5	2.0	14mm	AC	K-7	.025
Eight.....	1935	DR	0	20	20	.018	4°B	R	16258374	3.5	2.0	14mm	AC	K-7	.025
Six Std.....	1936	DR	20	22	17	.020	2°B	R	153624	3.5	2.0	14mm	AC	K-7	.025
Six Del.....	1936	DR	20	22	17	.020	2°B	R	153624	3.5	2.0	14mm	AC	K-7	.025
Eight.....	1936	DR	20	22	20	.018	2°B	R	16258374	3.5	2.0	14mm	AC	K-7	.025
<b>REO</b>															
Six 15 Mate.....	1930	DR	25	20	0	.022	TDC	R	153624	—	—	18mm	Cha	C-7	.025
Six 20 Master.....	1930	DR	25	18	0	.020	TDC	R	153624	—	—	18mm	Cha	C-7	.025
Six 25 Flying Cloud.....	1930	DR	25	18	0	.020	TDC	R	153624	—	—	18mm	Cha	C-7	.025
Six 20 Flying Cloud.....	1931	DR	25	19	0	.022	TDC	R	153624	—	—	18mm	Cha	C-7	.025
Six 25 Flying Cloud.....	1931	DR	25	19	0	.022	TDC	R	153624	—	—	18mm	Cha	C-7	.025
Eight 21 Fly. Cld.....	1931	DR	22	18	0	.020	1 1/4°B	A	16258374	—	—	18mm	Cha	C-7	.025
Eight 25 Fly. Cld.....	1931	DR	22	18	0	.020	1 1/4°B	A	16258374	—	—	18mm	Cha	C-7	.025
Eight 30 Fly. Cld.....	1931	DR	25	22	0	.022	TDC	R	16258374	—	—	18mm	Cha	C-7	.025
Eight 35 Royale.....	1931	DR	25	22	0	.022	TDC	R	16258374	—	—	18mm	Cha	C-7	.025
Six 21 Fly. Cld.....	1932	DR	25	18	0	.020	1°B	A	153624	—	—	18mm	Cha	C-7	.025
Eight 21 Fly. Cld.....	1932	DR	22	18	0	.020	1 1/4°B	A	16258374	—	—	18mm	Cha	C-7	.025
Eight 25 Fly. Cld.....	1932	DR	22	18	0	.020	1 1/4°B	A	16258374	—	—	18mm	Cha	C-7	.025
Eight 31 Royale.....	1932	DR	25	22	0	.020	15°B	R	16258374	—	—	18mm	Cha	C-7	.025
Eight 35 Royale.....	1932	DR	25	22	0	.020	15°B	R	16258374	—	—	18mm	Cha	C-7	.025
Six 3S.....	1933	DR	25	18	0	.020	3 1/4°B	A	153624	5.0	1.5	18mm	Cha	C-7	.025
Eight Royale.....	1933	DR	25	18	0	.020	3 1/4°B	A	16258374	4.5	2.5	18mm	Cha	C-7	.025
Six Fly. Cld. S4.....	1934	DR	25	18	0	.020	10°B	A	153624	5.0	1.5	18mm	Cha	C-7	.025
Eight Royale N2.....	1934	DR	25	22	0	.020	10°B	A	16258374	4.5	2.5	18mm	Cha	C-7	.025
Six Fly. Cld. 6A.....	1935	DR	0	12	0	.020	10°B	A	153624	5.0	2.0	18mm	Cha	C-7	.025
Six Royale 7S.....	1935	DR	0	16	0	.020	6°B	A	153624	5.0	1.5	18mm	Cha	No. 7	.025
Six Fly. Cld.....	1936	DR	0	20	10	.020	2°B	A	153624	5.0	2.0	18mm	Cha	No. 7	.025
<b>ROCKNE</b>															
6-65.....	1931-2	AL	0	23	0	.020	5°B	R	153624	4.0	0.5	7/8	Cha	C-4	.025
6-75.....	1932	AL	15	23	0	.020	5°B	A	142635	4.0	0.5	7/8	Cha	C-4	.025
6-31.....	1932-3	AL	0	21	0	.020	5°B	A	153624	5.0	0.5	18mm	Cha	C-7	.025
<b>STUDEBAKER</b>															
Six 6-53.....	1930	DR	15	32	0	.020	7 1/2°A	R	153624	4.0	0.5	7/8	Cha	C-4	.025
Dict. 6-GL.....	1930	DR	15	32	0	.020	7 1/2°A	R	153624	4.0	0.5	7/8	Cha	C-4	.025
Dict. 8-FC.....	1930	DR	25	20	0	.020	17°A	R	16258374	4.0	0.5	7/8	Cha	C-4	.025
Comm. 6-GJ.....	1930	DR	15	32	0	.020	7 1/2°A	R	153624	4.0	1.2	7/8	Cha	C-4	.025
Comm. 8-FP.....	1930	DR	25	20	0	.020	17°A	R	16258374	4.0	0.5	7/8	Cha	C-4	.025
Pres. 8-FE.....	1930	DR	25	17	0	.020	8 1/2°B	A	16258374	4.0	2.2	7/8	Cha	C-4	.025
Pres. 8-FH.....	1930	DR	25	17	0	.020	8 1/2°B	A	16258374	4.0	2.2	7/8	Cha	C-4	.025
Six 6-54.....	1931	DR	15	28	0	.020	5°B	A	153624	4.0	0.5	7/8	Cha	C-4	.020
Dict. 8-61.....	1931	DR	25	20	0	.020	9°B	A	16258374	4.0	0.5	7/8	Cha	C-4	.025
Comm. 8-70.....	1931	DR	25	20	0	.020	7°B	A	16258374	4.0	0.5	7/8	Cha	C-4	.025
Pres. 8-80.....	1931	DR	25	17	0	.020	8 1/2°B	A	16258374	4.0	2.5	7/8	Cha	C-4	.025
Pres. 8-90.....	1931	DR	25	17	0	.020	8 1/2°B	A	16258374	4.0	2.5	7/8	Cha	C-4	.025

(Continued on next page)

A—Advanced

AL—Auto-Lite  
R—Retarded

Cha—Champion  
U—Automatic advance

DR—Delco-Remy



# AUTO STARTER LIMITED

TORONTO  
18 Broadalbane St.  
Midway 3589

# ASCO

HAMILTON  
444 Barton St. E.  
GARfield 1970

## ARMATURE AND GENERATOR SERVICE

Armatures Rewound  
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Battery Cables  
Bearings  
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Cable Ignition  
Clutch Drives Exchanged  
Contact Arms & Screws

Condensers  
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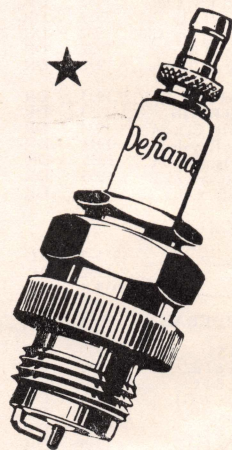
## — EQUIPMENT —

Motor Tune-up, Motor Check and Exhaust Gas Analyzer, Valve Refacers, Hardened Seat Grinders, Drills, Bench Grinders, Grease Guns, Hoists, Brake Testers, Condensotest, Vacotest, Pumpotest, Compressotest.

## ENGINEERED FOR REPLACEMENT

● Defiance Spark Plugs are especially designed to bring new life to old motors. For best results and maximum profit, always install them by the set. There is a specific type for every motor.

Defiance Spark Plugs, Ltd.  
Toronto, Canada



# Defiance

REG. U.S. PAT. OFF.

## SPARK PLUGS



# IGNITION—IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
STUDEBAKER—Continued															
Six 6-55	1932	DR	15 23	0	.020	5°B	A 153624	4.0	0.5	7/8	Cha	C-4	.025		
Dict. 8-62	1932	DR	25 27	0	.020	9°B	A 16258374	4.5	2.2	7/8	Cha	C-4	.025		
Comm. 8-71	1932	DR	25 27	0	.020	9°B	A 16258374	4.5	2.2	7/8	Cha	C-4	.025		
Pres. 8-91	1932	DR	25 21	0	.020	8°B	A 16258374	4.5	2.2	7/8	Cha	C-4	.025		
Six 6-56	1933	DR	15 23	6	.020	TDC	A 153624	4.0	0.5	18mm	Cha	C-7	.025		
Comm. 8-73	1933	DR	25 27	6	.020	4°B	A 16258374	4.0	0.5	18mm	Cha	C-7	.025		
Pres. 8-82	1933	DR	25 27	6	.020	4°B	A 16258374	4.0	0.5	18mm	Cha	C-7	.025		
Pres. 8-92	1933	DR	25 21	6	.020	TDC	A 16258374	4.5	0.5	18mm	Cha	C-7	.025		
Dict. 6-A	1934	AL	0 21	6	.020	TDC	R 153624	4.0	0.5	18mm	Cha	C-7	.023		
Dict. 6-AS	1934	AL	0 21	6	.020	TDC	R 153624	4.0	0.5	18mm	Cha	C-7	.023		
Comm. 8-B	1934	DR	0 27	6	.020	TDC	R 16258374	4.0	0.5	18mm	Cha	C-7	.023		
Pres. 8-C	1934	DR	0 27	6	.020	TDC	R 16258374	4.0	0.5	18mm	Cha	C-7	.023		
Dict. 6-1A	1935	AL	0 21	6	.020	TDC	R 153624	4.5	0.5	18mm	Cha	J-8	.023		
Dict. 6-2A	1935	AL	0 21	6	.020	TDC	R 153624	4.5	0.5	18mm	Cha	J-8	.023		
Comm. 8-1B	1935	DR	0 27	6	.020	TDC	R 16258374	4.5	0.5	18mm	Cha	J-8	.023		
Pres. 8-1C	1935	DR	0 27	6	.020	TDC	R 16258374	4.5	0.5	18mm	Cha	J-8	.023		
Dict. 6-3A	1936	DR	0 21	6	.020	2°B	A 153624	4.5	0.5	18mm	Cha	J-8	.023		
Dict. 6-4A	1936	DR	0 21	6	.020	2°B	A 153624	4.5	0.5	18mm	Cha	J-8	.023		
Pres. 8-2C	1936	DR	0 27	6	.020	TDC	A 16258374	4.0	0.5	18mm	Cha	J-8	.023		
TERRAPLANE															
Six	1934	AL	0 29	0	.020	TDC	U 153624	4.5	2.0	14mm	Cha	J-7	.022		
Six	1935	AL	0 29	0	.020	TDC	U 153624	4.5	2.5	14mm	Cha	J-7S	.022		
Six	1936	AL	0 29	0	.020	TDC	U 153624	4.5	2.5	14mm	Cha	J-8	.022		
WILLYS															
Six 98B	1930	AL	10 10	0	.018	TDC	A 153624	—	—	18mm	Cha	C-7	.025		
Eight 8-80	1930	AL	10 12	0	.018	TDC	A 16258374	—	—	18mm	Cha	C-7	.025		
Six 97	1931	AL	10 10	0	.018	TDC	A 153624	3.4	1.0	18mm	Cha	C-7	.025		
Six 98D	1931	AL	10 10	0	.018	TDC	A 153624	3.4	1.0	18mm	Cha	C-7	.025		
Eight 8-80 D	1931	AL	10 12	0	.018	6°B	A 16258374	3.4	1.0	18mm	Cha	C-7	.025		
Six 6-90	1932	AL	10 10	0	.018	TDC	A 153624	3.4	1.0	18mm	Cha	C-7	.027		
Eight 8-88	1932	AL	10 12	0	.018	6°B	A 16258374	3.4	1.0	18mm	Cha	C-7	.027		
Four 77	1933	AL	0 25	0	.018	4°B	A 1342	4.0	2.0	18mm	Cha	C-7	.027		
Four 77	1935	AL	0 25	0	.018	4°B	R 1342	4.0	2.5	18mm	Cha	C-7	.025		
Four 77	1936	AL	0 25	0	.018	4°B	R 1342	4.0	2.5	18mm	Cha	C-7	.024		
WILLYS KNIGHT															
Six 70B	1930	AL	10 10	0	.018	8°B	A 153624	4.0	2.0	7/8	Cha	No. 6	.025		
Six 66B	1930	NE	10 10	0	.018	16°B	A 153624	4.0	2.0	7/8	Cha	C-4	.025		
Six 95	1931	AL	10 7	0	.018	12°B	A 153624	3.5	1.0	7/8	Cha	C-1	.020		
Six 66D	1931	AL	10 11	0	.018	16°B	A 153624	4.0	2.0	7/8	Cha	C-4	.025		
Six 95	1932	AL	10 7	0	.018	12°B	A 153624	3.5	1.0	7/8	Cha	C-1	.020		
Six 66D	1932	AL	10 11	0	.018	16°B	A 153624	3.5	1.0	7/8	Cha	C-4	.020		

A—Advanced

AL—Auto-Lite

Cha—Champion

DR—Delco-Remy

NE—North-East

R—Retarded

U—Automatic advance



# GENUINE STROMBERG CARBURETORS AND PARTS ARE AVAILABLE AT

Auto Electric Service, Toronto  
Beattie Auto Electric, Winnipeg  
Solex Ignition Ltd., Toronto (Marine)  
Acme Tire & Auto Electric, London  
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A. Cross & Co. Ltd., Toronto  
Dell's Electrical Service, Hamilton  
Frontenac Auto Electric, Belleville  
Halifax Ignition Ltd., Halifax  
Ingersoll Auto Electric, Ingersoll  
Labombard Bros., Chatham  
Quinte Battery Service, Belleville  
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Universal Ignition Co., London  
Denison Auto Electric, Saskatoon  
Hutton's Limited, Calgary  
MacFarlane & Co. Ltd., Vancouver  
Sharpe's Limited, Winnipeg  
Ahunistic Garage Reg'd., Montreal  
Battery & Electric Service, Montreal.  
Geo. Daigneault, Montreal  
Garage R. Lamothe, Shawinigan Falls  
Harvard Ave. Garage, Montreal  
Notre Dame Garage Ltd., Montreal  
A. Prieur Garage, Montreal  
Sherbrooke Auto Electric, Sherbrooke  
Boulton Ltd., Vancouver  
Cusson Bros. Ltd., Montreal

Moncrieff & Endress Ltd., Winnipeg  
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Battery & Electric Service, St. John  
Barnes Battery & Ignition, Toronto  
Brewer's Automotive Service, Galt  
Cape Breton Battery Co., Sydney  
City Battery & Electric, Guelph  
Dell's Electrical Service, Brantford  
Duncan Bros., Sudbury  
Frontenac Auto Electric, Kingston  
Howitt Battery & Electric, Windsor  
Kitchener Auto Electric, Kitchener  
Metcalfe Auto Electric, Peterboro'  
Ray's Motor Service, Niagara Falls  
United Motors Service, Toronto  
Welch & Johnston Ltd., Ottawa  
Dow's Service Station, Fort William  
Loveseth Service Station, Edmonton  
Magneto Service Station Ltd., Regina  
Amherst Autodrome, Montreal  
Auto Electric Ltd., Montreal  
Garage Charest & Frere, Three Rivers  
Garage Donat Careau, Quebec  
Felix Lebus, Montreal  
Garage Marcel Rochette, Quebec  
Point Auto Supply Reg'd., Montreal  
Verdun Ave. Garage, Verdun  
Chapman's Motor & Machine,  
Vancouver  
Boulton (Victoria) Ltd., Victoria

## BENDIX-ECLIPSE OF CANADA, LIMITED

SUBSIDIARY BENDIX AVIATION CORPORATION

WINDSOR

- - -  
ONTARIO



# CARBURETORS — STROMBERG

Make and Model	Year	Model Number	Type	High Speed Bleeder (Drill size number)	Main Metering Jet	Fuel Level (Motor Idling)	Float Needle Number	Idle Adjusting Screw Setting (Turns Open)
<b>AUBURN</b>								
8-100, 101.....	'32-3	URO-2	USi	—	.063	5/8"	P-17282	in out
12-160, 165.....	'32-5	EX-2	D2	70	.055	5/16"	P-17258	—
8-105, 8-50X.....	'33-4	EX-32	DSi	70	.060	5/16"	P-18913	out
12-161.....	'33	DXR-2	D2	—	—	5/16"	—	—
3-50Y, 851, 852.....	'34-6	EE-1	DDu	60	.051	15/32"	P-19867	out
653.....	'35	EX-22	DSi	70	—	5/16"	P-18913	—
8-SuperC.....	'35	EX-32	DSi	70	.082	5/16"	P-18913	—
654.....	'36	EX-22	DSi	70	.057	5/16"	P-18913	—
8-SuperC.....	'36	EX-32	DSi	70	.082	5/8"	P-18913	—

<b>CADILLAC</b>								
8-60-70-75.....	'36	EE-25	DDu	67	.058	5/8"	P-19867	—

<b>CHRYSLER</b>								
66.....	'30	U-2	USi	58	.059	5/64"	P-17280	1
77.....	'30	DX-3	DSi	65	.062	25/64"	P-17280	1 1/2
70.....	'30	DX-3	DSi	65	.062	25/64"	P-17280	3/4
Eight CD.....	'30	DXR-3	DSi	65	.030	25/64"	P-17282	1 1/2
Imp. 8 CG.....	'30-2	DD-3	DDu	70	.030	11/32"	P-17413	2
Six CM.....	'31	UR-2	USi	65	.055	5/32"	P-17282	1
Eight CD.....	'31	DX-3	DSi	65	.062	25/64"	P-17282	1
Eight CP.....	'32	DXR-3	DSi	60	—	25/64"	P-17282	3/4
Six CO.....	'33	EX-32	DSi	70	.057	5/16"	P-18916	1 1/2
Royal 8 CT.....	'33	EX-32	DSi	70	.057	5/16"	P-18916	1 1/2
Imp. 8 CQ.....	'33	EX-32	DSi	70	.065	5/16"	P-19555	1 1/2
Imp. Cus. 8 CL.....	'33	EE-3	DDu	65	.061	5/16"	P-18915	1 1/2
Airflow 8 CU.....	'34	EE-22	DDu	65	.065	5/8"	P-19867	out
Imp. Airf. 8 CV.....	'34	EE-22	DDu	65	.052	5/8"	P-19867	out
I.C. Airf. 8 CW.....	'34	EE-3	DDu	70	.058	5/16"	P-18915	out
Eight CZ.....	'35-6	EXV-3	DSi	65	.060	5/16"	P-20774	—
Airflow 8 Cl.....	'35	EX-32	DSi	70	.065	5/8"	P-20887	—
Imp. Airf. 8.....	'35-6	EE-22	DDu	65	.053	5/8"	P-20888	—
Eight C-8.....	'36	EX-32	DSi	70	.067	5/8"	P-20887	—
Airflow 8 C-9.....	'36	EXV-3	DSi	70	.065	5/8"	P-20887	—

<b>CORD</b>								
810.....	'36	EE-15	DDu	65	.050	15/32"	P-19867	1 3/4

<b>CUNNINGHAM</b>								
All Models.....	'30-3	UUR-2	DDu	70	.054	17/64"	P-17538	1 1/4

<b>DE SOTO</b>								
Eight CF.....	'30	DX-3	DSi	65	.052	25/64"	P-17280	1 1/2
Eight CF.....	'31	DX-3	DSi	65	.056	—	P-17280	—

<b>DODGE</b>								
Senior 6.....	'30	UX-3	USi	56	.070	3/64"	P-17280	1
Eight DC.....	'30	DX-3	DSi	65	.056	25/64"	P-17280	1
Eight DG.....	'31	DX-3	DSi	70	.061	25/64"	P-17280	1
Eight DK.....	'32	DXR-3	DSi	65	.062	25/64"	P-17282	3/4

(Con'tin. e in next column)

DDu—Downdraft, dual	DSi—Downdraft single	D2—Two, Downdraft	UDu—Updraft, dual	USi—Updraft, single
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## DODGE—Continued

Six DP.....	'33	EX-22	DSi	70	.058	5/8"	P-18916	3/4
Six DR.....	'34	EX-22	DSi	70	.058	5/16"	P-18916	—
Six DU.....	'35	EX-22	DSi	70	.058	5/16"	P-20774	—
Six D-2, D-3.....	'36	EXV-2	DSi	70	.056	5/8"	P-20774	—

## DURANT

Four 407.....	'31	U-1 1/8	USi	65	.057	11/64"	P-18831	1
Six 614, 611.....	'30-1	U-2	USi	65	.058	5/64"	P-17280	1
Six 617.....	'30	U-2	USi	60	.061	5/64"	P-17280	1

## FORD

V-8.....	'34	EE-1	DDu	65	.048	15/32"	P-20287	2 1/4
V-8.....	'35	EE-1	DDu	65	.048	15/32"	P-20281	2 1/4
V-8.....	'36	EE-1	DDu	65	.048	15/32"	P-20287	2 1/4

## FRANKLIN

Six.....	'29-30	U-3	USi	64	.070	3/64"	P-18832	1/2
Twelve 163.....	'31	U-3	USi	64	.070	3/64"	P-18832	1 1/2
Six 6-18.....	'32	U-3	USi	64	.073	3/64"	P-18832	1
Twelve.....	'32-3	EE-2	DDu	70	.062	5/16"	P-17237	1
Six 18C, 19B.....	'34	URO-2	USi	70	.064	5/32"	P-17282	1

## GRAHAM

Six 68.....	'34	EX-22	DSi	70	.061	5/8"	P-18916	3/4
Eight 67.....	'34	URO 2	USi	56	.061	—	P-17282	3/4
Cust. 8, 69.....	'34	EX-32	DSi	70	.069	5/16"	P-19869	3/4
Six 74.....	'35	EX-22	DSi	70	.050	5/8"	P-18916	—
Spec. Six 75.....	'35	EX-23	DSi	70	.061	5/8"	P-18916	1
Eight 72.....	'35	EE-14	DDu	70	.048	15/32"	P-22090	—
SuperC. 75.....	'35	EX-32	DSi	70	.069	5/16"	P-19869	3/4

## HUPMOBILE

Six S.....	'30-1	U-2	USi	65	.060	3/64"	P-17280	in
Eight H.....	'30	UU-2	UDu	70	.043	5/32"	P-17413	in out
Century 8L.....	'31	DD-3	USi	70	.062	25/64"	P-17413	in out
Century 8L.....	'31	UU-2	UDu	70	.039	17/64"	P-17413	in out
Century 8L.....	'32-3	UUR-2	UDu	70	.044	17/64"	P-17538	in out
Eight H.....	'32-3	UUR-2	UDu	68	.046	17/64"	P-17538	1 1/4
Eight H.....	'31-3	DD-3	UDu	70	.062	25/64"	P-17413	in
Eight U.....	'31-3	DD-3	UDu	70	.062	25/64"	P-17413	in
6 216B, 316B.....	'32-3	DXR-2	DSi	60	.030	25/64"	P-17281	in
8 222F, 322F.....	'32-3	UUR-2	UDu	70	.044	17/64"	P-17538	1 1/2
8 222 F2.....	'32-3	UUR-2	UDu	70	.043	17/64"	P-17538	1
8 2261, 3261.....	'32-3	UUR-2	UDu	70	.047	17/64"	P-17538	1 1/4
6-417W, 521.....	'34-5	EX-32	DSi	70	.059	5/16"	P-18916	1 1/2
Six 421-J.....	'34	EX-32	DSi	70	.066	5/8"	P-18913	1 1/2
8-427T, 527.....	'34-5	EE-22	DDu	65	.053	5/8"	P-19867	1 1/2
Six 518.....	'35	EX-32	DSi	70	.066	5/16"	P-18967	1 1/2

## LA FAYETTE

Six 3610.....	'36	AX-2	DSi	70	.057	5/8"	P-21918	out
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# CARBURETORS — STROMBERG

Make and Model	Year	Model Number	Type	High Speed Bleeder (Drill size number)	Main Metering Jet	Fuel Level (Motor Idling)	Float Needle Number	Idle Adjusting Screw Setting (Turns Open)
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## LINCOLN

Eight	'30	O-3	USi	—	—	—	—	—
Eight	'31-2	DD-3	DDu	70	.030	15/32	P-17413	—
Twelve	'32-3	DD-3	DDu	60	.030	15/32	P-17413	—
Light 12, KA								
KS	'33-4	EE-22	UDu	65	.057	9/16	P-19547	2
Twelve 251	'34	EE-22	DDu	65	.057	9/16	P-19843	2
Twelve K	'35	EE-22	DDu	65	.058	9/16	P-19867	2
Twelve K	'36	EE-1	DDu	65	.046	15/32	P-20287	—
Zephyr	'36	EE-22	DDu	65	.056	9/16	P-19547	—

## MARMON

Eight H, CC	'31	UUR-2	UDu	60	.052	—	P-17538	—
Eight 70	'31	UX-2	USi	—	—	—	—	—
16 DD	'31-3	DDR-3	DDu	70	.050	—	P-18812	—

## McLAUGHLIN-BUICK

8-40	'35	EE-1	DDu	70	.049	15/32	P-21659	—
8-44	'36	EE-1	DDu	70	.048	15/32	P-21659	—
8-46, 48, 49	'36	EE-22	DDu	70	.052	5/8	P-21651	3/4

## NASH

8-90, 9-90	'31-2	UUR-2	UDu	70	.047	11/64	P-17538	1 1/8
Eight 9-80	'31	UUR-2	UDu	70	.043	15/64	P-17538	2
Eight 8-70	'31	DXR-2	DSi	56	.034	25/64	P-17281	1 1/2
Six 1060	'32	E-2	DSi	70	.054	3/16	P-17258	1 1/2
Eight 1070	'32	EE-2	DDu	70	.052	3/16	P-17237	1 1/2
8-1080, 1090	'32	UUR-2	UDu	70	.047	15/64	P-17538	out
Big Six 1120	'33	EX-22	DSi	70	.054	9/16	P-18913	3/4
Stand. 8 1033								
1130	'33	EX-22	DSi	70	.057	9/16	P-18913	3/4
Spec. 8	'33	EE-2	DDu	—	.050	—	—	3/4
8-1190	'33	UUR-2	UDu	70	.047	15/64	P-17538	1 1/8
Six 1220	'34	EX-32	DSi	70	.061	5/16	P-18916	3/4
Adv. 8 1280	'34	EE-22	DDu	70	.047	3/16	P-19867	2 1/4
Amb. 8 1290	'34	UUR-2	UDu	70	.049	3/16	P-17538	1 1/8
Six 400 3540	'35	EX-22	DSi	—	—	—	—	—
Adv. 6 3520	'35	EX-32	DSi	70	.064	5/8	P-18916	—
Adv. 8 3580	'35	EE-22	DDu	70	.050	9/16	P-19867	—
Amb. 8 3580	'35	EE-22	DDu	—	—	—	—	—
6 "400" 3640	'36	EX-22	DSi	70	.057	5/8	P-19813	—
Amb. 6 3620	'36	EX-32	DSi	70	.064	5/8	P-18916	—
Amb. 8 3680	'36	EE-1	DDu	70	.048	1/2	P-19867	—

## OLDSMOBILE

Six F-31	'31	DXR-2	USi	60	.056	25/64	P-17281	in
Six F-32	'32	EC-2	DSi	70	.036	9/16	P-17258	out
Eight L-32	'32	EE-2	DDu	70	.052	9/16	P-17237	out
Six F-33	'33	EC-22	DSi	70	.057	9/16	P-18913	—
Eight L-33	'33	EE-22	DDu	65	.049	21/64	P-19867	1 1/2
6 F-34, F-35	'34-5	EX-22	DSi	70	.058	19/64	P-18916	1 3/4
Six F-34	'34	EX-23	DSi	70	.058	19/64	P-18916	3/4
Eight L-34	'34	EE-1	DDu	65	.049	15/32	P-19867	—
Eight L-35	'35	EE-1	DDu	70	.049	15/32	P-19867	—

DDu—Downdraft, dual

DSi—Downdraft, single

D2—Two, downdraft

UDu—Updraft, dual

USi—Updraft, single

## PACKARD

12-905-6	'32	EE-3	DDu	65	.064	9/16	P-18928	out
Eight	'33-4	EE-22	DDu	65	.055	9/16	P-19547	1 3/4
Super 8	'33-4	EE-22	DDu	70	.060	9/16	P-19547	1 3/4
Twelve	'33-4	EE-3	DDu	65	.058	9/16	P-18928	out
Eight "120"	'35	EE-14	DDu	65	.048	15/32	P-22090	—
Twelve	'35	EE-3	DDu	65	.060	9/16	P-18928	—
Eight	'35-6	EE-23	DDu	65	.052	5/8	P-19547	—
Super 8	'35-6	EE-23	DDu	65	.056	5/8	P-19547	—
Eight 120-B	'36	EE-14	DDu	65	.048	15/32	P-21651	—

## PIERCE-ARROW

8 A, B, C	'29-30	UU-2	UDu	—	.046	7/32	—	1/4
Eight 1243	'31	UUR-2	UDu	70	.030	—	P-17538	2
8 1242-41	'31	UUR-2	UDu	70	.050	—	P-17538	2
Eight 1254	'32	UUR-2	UDu	70	.046	—	P-17538	1 1/2
Twelve	'32	E-2	D2	70	.055	5/8	P-17237	1 1/2
Eight 836-9	'33	EE-3	DDu	70	.060	9/16	P-18928	1 1/2
Twelve 1236-9	'33	EX-32	D2	70	.059	9/16	P-18913	1
Eight	'34-6	EE-3	DDu	70	.060	9/16	P-18928	2
Twelve	'34-6	EX-32	D2	70	.059	9/16	P-18913	1

## REO

Six S-1	'32	EX-2	DSi	70	.056	9/16	P-18913	—
Fly Cloud 6	'33	EX-32	DSi	70	.056	9/16	P-18913	out
6 S-2, S-6	'33-4	EX-32	DSi	70	.059	9/16	P-18913	out
Six S-1	'33	EX-22	DSi	70	.056	9/16	P-18913	—
Royale 8	'34	EE-23	DDu	65	.055	5/8	P-19867	—
Six S	'35	EX-32	DSi	70	.056	9/16	P-18913	out

## ROCKNE

Six	'32-3	UR-2	USi	65	.054	9/32	P-17282	1
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## STUDEBAKER

Six 53, 54	'30-1	U-2	USi	60	.060	3/64	P-18832	1
Dict. 8-61	'30	UU-2	USi	70	.033	3/64	P-17413	1
Comm. 8-70	'30	UU-2	USi	70	.033	3/64	P-17413	1
Pres. 8 FH, FE	'30	UU-2	UDu	70	.035	3/64	P-17413	1 1/2
Dict. 8	'31-2	UUR-2	UDu	70	.046	3/64	P-17538	1 1/2
Comm. 8	'31-2	UUR-2	UDu	70	.046	3/64	P-17538	1 1/2
Pres. 8	'31-2	UUR-2	UDu	70	.050	3/64	P-17538	1 1/2
Six 55	'32	UR-2	USi	—	.054	3/64	—	1
Six 56	'33	EX-22	DSi	70	.054	3/64	P-18913	1 1/4
Dict. 8 63	'33	EE-22	DDu	70	.052	5/8	P-19867	1 3/4
Comm. 8 73	'33	EE-22	DDu	70	.052	5/8	P-19867	1 3/4
Pres. 8 92	'33	EE-22	DDu	70	.062	5/8	P-19867	1 3/4
Pres. 8-C	'33-4	EE-22	DDu	70	.052	5/8	P-19867	1 3/4
Dict. 6A	'34	UR-23	USi	65	.054	3/64	P-17281	3/4
Comm. 8-B	'34	E-33	DSi	70	.061	3/4	P-18916	out
Dict.	'35-6	EX-23	DSi	70	.058	5/8	P-21518	out
Comm. 8-B	'35	EE-1	DDu	70	.047	15/32	P-21519	out
Pres. 8-C	'35-6	EE-1	DDu	70	.047	15/32	P-21519	out



# CARBURETORS — CARTER

Make of Car	Year	Carburetor Type	Carburetor Number	Idle Adjust. Set. (turns open)	Float Level—Inches	Opening—Standard	Opening—1 size lean	Opening—2 sizes lean
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## AUBURN

Six 652	'34	W-1	288S	1/2	3/8	175-112	175-114	175-115
Six 653	'35	W-1	307S	1/2	3/8	175-76	175-94	175-95

## CHEVROLET

Six	'30-1	BrasB	150S	5/8	3/4	143-43S	143-33S	—
Truck	'32	W-1	222S	1/2	3/8	175-66	175-68	175-69
Truck	'32	W-1	222SA	1/2	3/8	175-66	175-68	175-69
Six	'32	W-1	212S	1/2	3/8	175-60	175-61	175-62
Six	'32	W-1	235S	1/2	3/8	175-60	175-61	175-62
6 Master	'33	W-1	259S	1/2	3/8	175-67	175-77	175-78
6 Stand.	'33	W-1	260S	1/2	3/8	175-84	175-86	—
6 Master	'34	W-1	284S	1/2	3/8	175-132	175-102	175-109
6 Stand.	'34	W-1	285S	1/2	3/8	175-116	175-109	175-110
Six	'35	W-1	284S	1/2	3/8	175-132	175-102	175-109
Six	'36	W-1	319S	1/2	3/8	175-144	—	—
Six	'36	W-1	334S	1/2	3/8	175-176	—	—

## CHRYSLER

6-CJ	'30	BrasB	153S	3/4	1 1/16	143-41S	143-47S	—
6-CJ	'30	BrasB	159S	3/4	1 1/16	143-41S	143-47S	—
6-CI	'32	BB-U	6A1	1/4	1 3/32	159-15	159-16	159-17
6-CI	'32	BB-U	6B1	1/4	1 3/32	159-15	159-16	159-17
6-CI	'32	BB-U	6B2	1/4	1 3/32	159-15	159-16	159-17
6-CA, CB	'34	BB-D	E6C1	1/2	5/64	159-40	159-22	159-23
6 C6	'35	BB-D	E6F1	1/4	5/64	159-51	159-52	159-53
6 C6	'35	BB-D	E6F2	1/4	5/64	159-63S	159-59S	159-61S
6 C7	'36	BB-D	E6G1	1/4	5/64	159-63S	159-59S	159-61S

## DE SOTO

Six CK	'30	BrasB	159S	3/4	1 1/16	143-41S	143-47S	—
Six SA	'31	BrasB	188S	1/2	1 1/16	143-55S	143-59S	—
Six SA	'31	BrasB	200S	3/4	1 1/16	143-55S	143-59S	—
Six SC	'32	BB-U	6B	1/4	1 3/32	159-15	159-16	159-17
Six SC	'32	BB-U	6B1	1/4	1 3/32	159-15	159-16	159-17
Six SC	'32	BB-U	6B2	1/4	1 3/32	159-15	159-16	159-17
Six SD	'33	BB-D	E6A	1/2	5/64	159-22	159-23	159-19
Six SD	'33	BB-D	E6A3	5/8	1 1/16	159-22	159-23	159-19
Six SD	'33	BB-D	E6A4	5/8	1 1/16	159-23	159-19	159-20
6 SF	'34	BB-D	E6B1	1/2	5/64	159-40	159-22	159-23
6 SF	'34	BB-D	E6F1	1/4	5/64	159-51	159-52	159-53
6 SF	'35	BB-D	E6F2	1/4	5/64	159-63S	159-59S	159-61S
6 SI, S2	'36	BB-D	E6G1	1/4	5/64	159-63S	159-59S	159-61S

## DODGE

Six DD	'30	BrasB	153S	3/4	1 1/16	143-45S	143-41S	—
Six DD	'30	BrasB	159S	3/4	1 1/16	143-41S	143-47S	—
Six DH	'31	BrasB	181S	1/2	1 1/16	143-55S	143-59S	—
Six DH	'31	BrasB	C197S	3/4	1 1/16	143-55S	143-59S	—
Six DH	'31	BrasB	197S	3/4	1 1/16	143-55S	143-59S	—

(Con't in table in next column)

Make of Car	Year	Carburetor Type	Carburetor Number	Idle Adjust. Set. (turns open)	Float Level—Inches	Opening—Standard	Opening—1 size lean	Opening—2 sizes lean
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## DODGE—Continued

Six DL	'32	BB-U	6A2	1/4	1 3/32	159-15	159-16	159-17
Six DL	'32	BB-U	6B2	1/4	1 3/32	159-15	159-16	159-17
8 DO	'33	BB	E8A	5/8	1 1/16	159-26	159-27	159-28

## HUDSON

8 LL-LT	'34	W-1	282S	3/8	3/8	175-107	175-127	—
8 LTS	'34	W-1	299S	3/8	3/8	175-120	175-127	—
8 GH	'35	W-1	309S	3/8	3/8	175-106	175-100	—
Eight	'35	W-1	310S	3/8	3/8	175-107	175-127	—
Six 63	'36	W-1	329S	1/2	3/8	175-106	175-100	—
Eight	'36	W-1	330S	1/2	3/8	175-159	175-164	—

## HUPMOBILE

Six 321	'33	W-1	258S	3/8	1/2	175-75	175-82	175-83
6 D-518	'35	W-1	316S	3/8	3/8	175-140	175-145	175-146
8 O-521								
621-N	'35-6	WDO	317S	3/4	5/8	175-139	175-150	175-151
6-618-G	'36	W-1	333S	3/8	3/8	175-140	175-145	175-146

## NASH

6400	'30-1	BrasB	147S	1/2	1 1/16	143-43S	143-29S	—
8 8-70	'31	U-1-D	167S	1	5/8	—	—	—
8 8-70	'31	W-2	186S	1	5/8	—	—	—

## OLDSMOBILE

Six	'36	W-1	327S	3/4	3/8	175-157	—	—
Six	'36	W-1	339S	3/4	1/2	175-175	—	—
Eight	'36	WDO	328S	3/4	3/16	175-158	—	—

## PLYMOUTH

Four	'22-30	BrasB	130SA	1	1 1/16	143-17S	143-19S	—
4 U30	'30-1	BrasB	156S	1/2	1 1/16	143-33S	143-29S	—
4 PA	'31	BrasB	209S	1/2	1 1/16	143-61S	143-49S	—
4 PB	'32	BB-U	4A2	1/2	1 3/32	159-15	159-16	159-17
4 PB	'32	BB-U	4A3	1/2	1 3/32	159-15	159-16	159-17
6 PC	'33	BB-D	C6A*	1/2	1 3/32	159-32	159-33	159-34
6 PD	'33	BB-D	C6A3	1/2	1 3/32	159-32	159-33	159-34
6 PD	'33	BB-D	C6A4	1/2	1 3/32	159-32	159-33	159-34
6 PE, PF	'34	BB-D	C6B1	1/2	1 3/32	159-32	159-33	159-34
6 Spec.	'34	BB-D	B6A1	1/2	5/64	159-38	—	—
6 Spec.	'34	BB-D	B6A2	1/2	5/64	159-38	—	—
6 Spec.	'34	BB-D	B6C1	1/2	5/64	159-38	—	—
6 Spec.	'34	BB-D	B6C2	1/2	5/64	159-38	—	—
6 PJ	'35	BB-D	C6D1	1/4	5/64	159-48	159-49	159-50
6 PJ	'35	BB-D	C6D2	1/4	5/64	159-56S	159-58S	159-60S
6 PJ**	'35	BB-D	B6E1	1/4	5/64	159-38	—	—
6 PJ**	'35	BB-D	B6E2	1/4	5/64	159-38	—	—
6 P1, P2	'36	BB-D	C6E1	1/8	5/64	159-56S	159-58S	159-60S

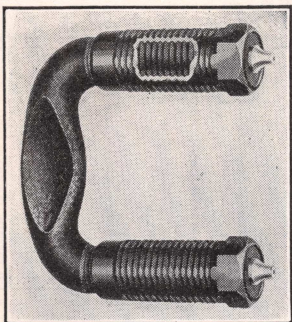
(Turn back to page 72)

BB-D—B&B, downdraft, single  
W-1—Downdraft, single  
§—Metering screws

BrasB—Brass Bowl, updraft, single  
WDO—Downdraft, dual  
\*—C6A, C6A2, C6A3, C6A4

BB-U—B&B, updraft, single  
†—Well jets  
‡—Metering rods  
\*\*Business coupe only





# Profitable Replacement Parts for WHEEL-ALIGNERS

Thompson FACTORY-DUPLICATE

Tie Rods

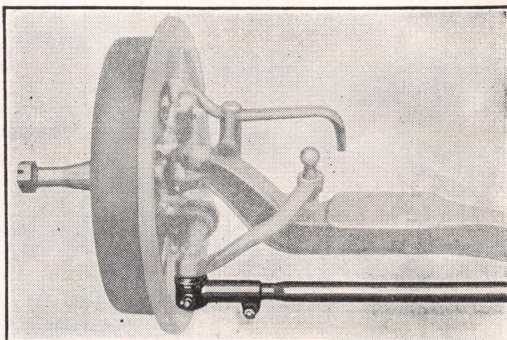
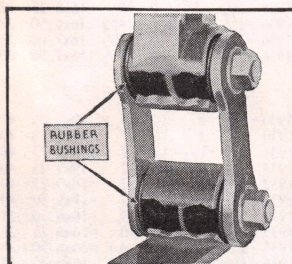
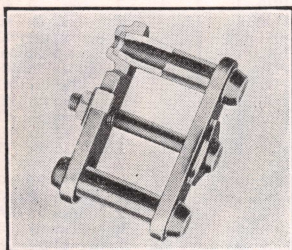
Silent "U" Shackles

Tryon Spring Shackles

Harris Shackle Bushings

Thompson King, Spring and  
Tie Rod Bolts

Oilite SELF-LUBRICATING  
Bushings



**CANADIAN PLANT — ST. CATHARINES, ONT.**

*(Other factories in Cleveland and Detroit)*

# Thompson Products



# WHEEL ALIGNMENT — TIRES

Make and Model	Year	Caster—Degrees	Camber—Degrees	Toe-in—Inches	King Pin Inclination	Tire Size	Pressure—Front	Pressure—Rear
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## AUBURN

6-85	1930	2 1/2	1	1/8	7	18x5.50	35	35
8-95	1930	2 1/2	1	1	7	18x6.00	35	35
8-98	1931	2 1/2	1	1	7	17x6.00	35	35
8-100	1932	1 1/4	2	2	7	16x7.00	35	35
12-160	1932	2	2	2	7	16x7.00	38	38
8-101, 101A	1933	1	2	2	7	17x5.50	35	35
8-105	1933	1	2	2	7	17x6.00	35	35
12-161, 161A	1933	1 1/2	2	2	7	17x6.50	38	38
12-165	1933	1 1/2	2	2	7	17x6.50	38	38
6-52	1934	3 1/2	1 1/2	1/8	7	b	35	35
8-50	1934	3 1/2	1 1/2	1/8	7	c	28	28
12-165	1934	1 1/2	1 1/2	1/8	7	17x6.00	38	38
6-53, 54	1935-6	3 1/2	1 1/2	1/8	7 1/2	16x6.00	30	30
8-51, 52	1935-6	2	1 1/2	1/8	7 1/2	16x6.50	30	30
8-51, 52 S.C.	1935-6	2	1 1/2	1/8	7 1/2	16x7.00	32	32

## CADILLAC

B-8 353	1930	2 1/2	1 1/2	3/16	10 1/4	19x7.00	45	40
V-16 452	1930	2 1/2	1 1/2	3/16	10 1/4	19x7.00	45	40
V-8 355	1931	2 1/2	1 1/2	3/16	8 1/2	19x7.00	45	40
V-12 370	1931	2 1/2	1 1/2	3/16	8 1/2	19x7.00	45	40
V-16 452	1931	2 1/2	1 1/2	3/16	8 1/2	19x7.00	45	40
V-8 355B	1932	2 1/2	1 1/2	3/16	7 3/4	17x7.00	40	40
V-12 370B	1932	2 1/2	1 1/2	3/16	7 3/4	17x7.50	40	40
V-16 452B	1932	2 1/2	1 1/2	3/16	7 3/4	18x7.50	40	40
V-8 355C	1933	2 1/2	1 1/2	3/16	7 3/4	17x7.00	40	40
V-12 370C	1933	2 1/2	1 1/2	3/16	7 3/4	17x7.50	40	40
V-16 452C	1933	2 1/2	1 1/2	3/16	7 3/4	17x7.50	40	40
V-8 355D	1934	1	1	1/8	4	17x7.00	35	35
V-12 370D	1934	1	1	1/8	4	17x7.50	35	35
V-16 452D	1934	1	1	1/8	4	17x7.50	35	35
V-8 355E	1935	1 1/2	1	1/8	4	17x7.00	35	35
V-12 370E	1935	1 1/2	1	1/8	4	17x7.50	35	35
V-16 452E	1935	1 1/2	1	1/8	4	17x7.50	35	35
V-8 60	1936	1 1/2	1/4	0	4	16x7.00	25	26
V-8 70-75	1936	3/4	0	0	5 1/2	16x7.50	32	32
V-12 80-85	1936	3/4	0	0	5 1/2	16x7.50	32	32
V-16	1936	1 1/2	1	3/8	4	16x7.50	36	36

## CHEVROLET

Six AD Uni.	1930	2 1/4	1 1/2	1/8	7 1/16	19x4.75	35	35
Six AE Ind.	1931	1 3/4	1	5/64	7 1/16	19x4.75	35	35
Six Confed.	1932	1 3/4	1	5/64	7 1/16	18x5.25	32	32
Six Stand.	1933	1 3/4	1	5/64	7 1/16	17x5.25	32	32
Six Master	1933	1 3/4	1	5/64	7 1/16	17x5.50	28	28
Six Stand.	1934	1 3/4	1	5/64	7 1/16	17x5.25	32	32
Six Master	1934	0	1	1/16	7	17x5.50	28	28
Six Stand.	1935	1 3/4	1	5/64	7 3/4	17x5.25	32	32
Six Master	1935	0	1 1/4	1/16	7 3/4	17x5.50	28	28
Six Stand.	1936	1 1/4	1	5/64	7 1/16	17x5.50	28	28
Six Master	1936	0	1 1/4	1/16	7 3/4	16x6.00	28	28

Make and Model	Year	Caster—Degrees	Camber—Degrees	Toe-in—Inches	King Pin Inclination	Tire Size	Pressure—Front	Pressure—Rear
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## CHRYSLER

Six 66, 70	1930	1 1/2	2	1/8	7	18x5.50	40	35
Six 77	1930	1 1/2	2	1/8	7	18x6.00	40	35
Six CJ	1930	1	2	1/16	7	19x5.50	40	35
Eight CD	1930	1 1/2	2	1/16	7	18x5.50	40	35
Eight CG Imp.	1930	1	1	1/16	6	18x7.00	40	40
Six CM	1931	1	1 1/2	1/16	7	19x5.50	40	35
Six 66, 70	1931	1 1/2	2	1/16	7	18x5.50	40	35
Eight CD	1931	2	2	1/8	7	18x5.50	40	35
Eight Imp.	1931	1	2	1/8	7	18x7.50	40	40
Six CI	1932	1	1	1/16	7	18x5.50	40	35
Eight CP	1932	1	1	1/16	7	17x6.50	40	40
8 Imp. CH	1932	1 1/2	1	1/16	7	17x7.00	40	40
Six CO	1933	2	1/2	1/16	7	17x5.50	35	35
Eight CT	1933	2	1/2	1/16	7	17x6.00	35	35
Eight CQ	1933	2	1/2	1/16	7	17x6.50	40	35
Six CA	1934	1 1/2	1/2	1/16	10	16x6.50	28	28
Six CY	1934	2	1/2	1/16	9	16x6.50	28	28
Eight CU	1934	2	1/2	1/16	9	17x6.00	28	28
Eight CV	1934	2	1/2	1/16	9	16x7.50	28	28
Six C6	1935	1 1/2	1/2	1/16	10	16x6.25	28	28
Eight Cz	1935	1 1/2	1/2	1/16	5 1/2	16x6.50	28	28
8 C1 Airflow	1935	2	1/2	1/16	4	16x7.00	28	28
8 C2 Airflow	1935	2	1/2	1/16	4	16x7.50	28	28
Six C7	1936	1 1/2	1/4	0	10	16x6.25	28	28
Eight C8	1936	1 1/2	1/4	0	4 3/4	16x6.50	28	28
8 C9 Airflow	1936	2	1/2	0	4 1/2	16x7.00	28	28
8 Imp. Airflow	1936	2	1/2	0	4 1/2	16x7.50	28	28

## DE SOTO

Six CK	1930	1 1/2	2	1/16	7	19x5.00	40	35
Eight CF	1930	1 1/2	2	1/16	7	19x5.25	40	35
Six SA	1931	1	1 1/2	1/16	7	19x4.75	40	35
Eight CFX	1931	1	2	1/16	7	19x5.25	40	35
Six SC	1932	1	2	1/16	7	18x5.25	40	35
Six SD	1933	2	1/4	1/16	7	17x5.50	40	35
Six SE	1934	2	1/2	1/16	9	16x6.50	28	28
Six SF	1935	1 1/2	1/2	1/16	10	16x6.25	28	28
Six SG Airflow	1935	2	1/2	1/16	4	16x6.50	28	28
Six Cust. S1	1936	1 1/2	1/4	0	10	16x6.25	28	28
Six S2 Airflow	1936	2	1/2	0	9 1/2	16x6.50	28	28

## DODGE

Six DD	1930	1 1/2	2	1/16	7	19x5.00	40	35
Eight DC	1930	1 1/2	2	1/16	7	18x5.00	40	35
Six DH	1931	1	1 1/2	1/16	7	19x5.00	40	35
Eight DG	1931	1	2	1/16	7	18x5.50	40	35
Six DL	1932	1	1 1/4	1/16	7	18x5.00	40	35
Eight DK	1932	1	2	1/16	7	18x6.00	40	35
Six DP, PQ	1933	2	1/2	1/16	9	17x5.25	28	28
Eight DO	1933	2	1/2	1/16	7	17x6.00	28	28

(Con'tinue' on next page)

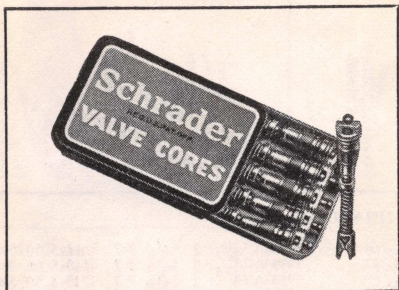
b—Standard 17 x 5.50; Custom 16 x 5.25

c—Standard 16 x 6.25; Custom 16 x 6.50

SC—Supercharged



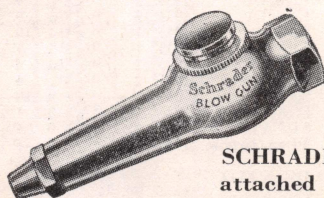
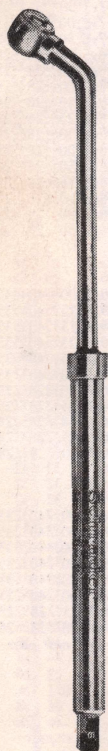
# TIME SAVERS FOR THE SERVICE MAN



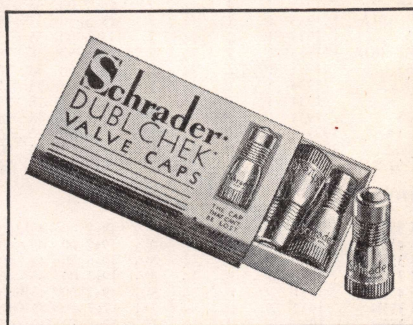
**SCHRADER VALVE CORE**—Most rugged, most dependable, fastest inflating. The standard of the tire industry.

**SCHRADER NO. 9006 DUBLCHEK VALVE CAP**—The new slightly-tapered "streamlined" design. Has eye - appeal, convenience - appeal,—sales-appeal.

**SCHRADER SERVICE GAUGE NO. 7188**—Extra long extension and dual foot for hard-to-get-at valves—(inside duals).



**SCHRADER BLOW GUN** — Easily attached to airline. Removes loose dirt from hard-to-get-at places. Cleans out clogged fuel lines, etc.



These are only a few of the many time saving Schrader products so widely used by service men. Your regular supplier will gladly tell you more about this merchandise and will fill your requirements.

**A. SCHRADER'S SON DIVISION, Scovill Manufacturing Company**  
**TORONTO, CANADA**

## Schrader

Trade Mark Reg.

**Tire-Saving Valves, Caps, Gauges and Air-Service Equipment**



# WHEEL ALIGNMENT — TIRES

Make and Model	Year	Caster—Degrees	Camber—Degrees	Toe-in—Inches	King Pin Inclination	Tire Size	Pressure—Front	Pressure—Rear
<b>DODGE—Continued</b>								
Six DR, DS	1934	1 1/2	1/2	1/16	10	16x6.25	32	32
Six Std., DT	1934	1 1/2	1/2	1/16	10	16x6.00	32	32
Six DU	1935	1 1/2	1/2	1/16	9 1/2	16x6.00	28	28
Six Std., DV	1935	1 1/2	1/2	1/16	9 1/2	17x5.25	32	32
Six Del., DV	1935	1 1/2	1/2	1/16	9 1/2	16x6.00	28	28
Six D2	1936	1 1/2	1/2	1/16	9 1/2	16x6.00	28	28
Six D3	1936	1 1/2	1/2	1/16	9 1/2	17x5.50	32	32
Six D4	1936	1 1/2	1/2	1/16	9 1/2	16x6.00	28	28

## DURANT

6-11	1930	0	2	1/8	6	19x4.75	35	35
6-14	1930	0	2	1/8	6	19x5.00	35	35
6-17	1931	0	2	1/8	6	19x5.50	35	35
6-18	1931	0	2	1/8	6	19x5.00	35	35

## ERSKINE

Six 53	1930	1	1	1/16	8	19x5.25	35	35
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## ESSEX

Super 6	1930	1	1	1/8	7 1/2	19x5.00	40	40
Super 6	1931	1	1	1/8	7	19x5.50	40	40
Six	1932	1	1	1/8	7	18x5.25	32	32
Terraplane 6	1933	3	2	1/8	7	17x5.25	28	28
Terraplane 8	1933	3	2	1/8	7	16x6.00	26	26

## FORD

Model A	1930-2	5	2	1/8	7	19x4.75	35	35
Model B	1933	8 3/4	2	1/8	7	17x5.50	32	32
V-8	1932-3	8 3/4	2	1/8	7	17x5.50	32	32
V-8	1934	8 3/4	2	1/8	7	17x5.50	32	32
V-8	1935	8 3/4	2	1/8	7	16x6.00	30	30
V-8	1936	7	3/4	1/16	8 1/4	16x6.00	30	30

## FRONTENAC

Six E	1931	0	2	1/8	6	19x5.00	35	35
6-70	1932	0	2	1/8	6	19x5.50	35	35
6-85	1932	1	1	1/16	6	17x5.50	35	35
C-400	1933	4	2	1/8	7	17x5.50	25	25

## GRAHAM

Six Std.	1930	1 1/2	1	1/8	9	19x5.25	40	35
Six Spec.	1930	1 1/2	1 1/2	1/8	7	18x5.50	40	35
Eight Std.	1930	1 1/2	1 1/2	1/8	7	18x5.00	40	35
Eight Spec.	1930	1 1/2	1 1/2	1/8	7	18x6.00	40	35
Eight Cust.	1930	1 1/2	1 1/2	1/8	9	19x6.50	40	35
Six Std. Spec.	1931	1 1/2	1 1/2	1/8	7	18x5.50	40	35
Eight Spec.	1931	1 1/2	1 1/2	1/8	7	17x6.00	40	35
Eight Cust.	1931	1 1/2	1 1/2	1/8	7	18x5.50	40	35
Six	1932	1 1/2	1 1/2	1/8	9	17x5.50	40	35
Eight	1932	1 1/2	1 1/2	1/8	7	17x6.00	40	35
Six Std.	1933	1 1/2	1 1/2	1/8	7	17x5.50	40	35
Eight Std. Cus.	1933	1 1/2	1 1/2	1/8	7	17x6.00	40	35
Six Std.	1934	1 1/2	1 1/2	1/8	7	16x6.25	28	28

Make and Model	Year	Caster—Degrees	Camber—Degrees	Toe-in—Inches	King Pin Inclination	Tire Size	Pressure—Front	Pressure—Rear
<b>GRAHAM—Continued</b>								
Eight Std.	1934	1 1/2	1 1/2	1/8	7	16x6.50	28	28
Eight Cust.	1934	1 1/2	1 1/2	1/8	7	16x7.00	28	28
Six	1935	2 1/2	1 1/2	1/8	7 1/2	17x5.25	28	32
Six Spec.	1935	2	1	1/8	7	16x6.00	28	32
Eight	1935	2	1	1/8	7	16x6.50	28	32
Eight Super C	1935	2	1	1/8	7	16x7.00	28	32
6-80 Crusader	1936	2 1/2	1	1/8	7 1/2	17x5.25	28	32
6-90 Cavalier	1936	2 1/2	1	1/8	7 1/2	16x6.00	28	32
6-110 Super C	1936	2 1/2	1	1/8	7 1/2	16x6.25	28	32

## HUDSON

Great 8	1930	1	1	1/8	7 1/2	18x5.50	40	40
Eight	1931	1	1	1/8	7	18x5.50	40	30
Eight	1932	1	1	1/8	7	17x6.00	32	32
Super Six	1933	1	1	1/8	7	17x5.50	32	32
Eight Std.	1933	1	1	1/8	7	17x6.00	32	32
Eight Maj.	1933	1	1	1/8	7	17x6.50	32	32
Eight Std.	1934	2 1/2	1 3/4	1/8	7	16x6.25	22	28
Eight Del.	1934	2 1/2	1 3/4	1/8	7	16x6.50	22	26
Big Six	1935	4	1 1/2	1/8	7	16x6.00	22	28
Eight	1935	4	1 1/2	1/8	7	16x6.25	22	28
Eight Cust.	1935	4	1 1/2	1/8	7	16x6.50	22	26
Six	1936	2	1	1/8	7	16x6.00	22	30
Eight 64-65	1936	2	1	1/8	7	16x6.25	22	30
Eight 66-67	1936	2	1	1/8	7	16x6.25	24	30

## HUPMOBILE

Six S	1930	2	3/4	1/16	7	19x5.25	35	35
Eight C	1930	2	3/4	1/16	7 3/4	19x6.00	35	35
Eight H	1930	2	3/4	1/16	7 3/4	19x6.50	40	40
Six Century	1931	2	1 1/2	1/16	7	19x5.50	35	35
Eight Century	1931	1 1/2	1 1/2	1/16	7	19x5.50	35	35
Eight C	1931	3	1 1/2	1/16	7 1/4	19x6.00	35	35
Eight H, U	1931	3	1 1/2	1/16	7 1/4	19x6.50	40	40
Six 214	1932	1 1/4	3/4	1/16	7	19x5.50	32	32
Six 216	1932	1 1/4	3/4	1/16	7	18x5.50	32	32
Eight 218	1932	1 1/4	3/4	1/16	7	19x5.50	32	32
Eight 221	1932	2	3/4	1/16	7 1/4	19x6.00	32	32
Eight 222	1932	1 1/2	1	1/16	7	17x6.00	32	32
Eight 225	1932	2	1	1/16	7 1/4	19x6.50	32	32
Eight 226	1932	1 1/2	1	1/16	7 1/4	17x6.50	32	32
Eight 237	1932	2	3/4	1/16	7 1/4	19x6.50	32	32
Six 321	1933	1 1/2	1 1/4	1/16	8 1/2	17x6.00	32	32
Eight 322	1933	1 1/2	1 1/4	1/16	8 1/2	17x6.50	32	32
Eight 326	1933	1 1/2	1 1/4	1/16	8 1/2	17x6.50	32	32
Six 417	1934	1 1/2	1 1/4	1/16	8 1/2	16x6.00	24	28
Six 421-421A	1934	1 1/2	1 1/4	1/16	8 1/2	17x6.00	32	32
Six 421J	1934	1 1/2	1 1/4	1/16	8 1/2	16x6.50	28	25
Eight 422	1934	1 1/2	1 1/4	1/16	8 1/2	17x6.00	32	32
Eight 425	1934	1 1/2	1 1/4	1/16	8 1/2	17x6.50	32	32
Eight 427	1934	1 1/2	1 1/4	1/16	8 1/2	16x7.00	28	28
Six 517	1935	1 1/2	1 1/4	1/16	8 1/2	16x6.00	24	28
Six 518	1935	1 1/2	1 1/4	1/16	7 1/2	16x6.00	24	28
Eight 521-0	1935	1 1/2	1 1/4	1/16	8 1/2	16x6.50	28	28
Eight 527	1935	1 1/2	1 1/4	1/16	8 1/2	16x7.00	22	26
Six 618-G	1936	1 1/2	1	1/16	7 1/2	16x6.00	24	28
Eight 621-N	1936	1 1/2	1 1/4	1/16	8 1/2	16x6.50	26	26

(Continued on next page)





# There's Gold *in that there* Golden Ply



## The new Safety SILVERTOWN

Here's the tire that's a "stand-out" in sales appeal. The only tire in the world with the Life-Saver Golden Ply which gives real protection against high-speed blow-outs. Has windshield wiper action non-skid tread—and many extra months of trouble-free mileage. A real profit line.

### Goodrich CAVALIER

With its rugged, durable construction and non-skid tread, this tire gives you a big selling advantage in the "second line" tire field.

### Goodrich COMMANDER

With this thick-shouldered, heavily buttressed tire, Goodrich dealers can meet and beat any price competition. At its price, it gives amazing value.

## The GOLDEN PLY is selling SILVERTOWNS

You want a product that will sell—and *sell at a profit*. Then you're passing up a good bet if you're not handling Goodrich Silvertowns. For Silvertowns have the Golden Ply—the greatest single selling feature the tire industry has been offered in years.

The Golden Ply means extra tire value at no extra cost to your customers. It gives them more for their money. Long, hard service *plus safety*. Real tire durability *plus life insurance*. That's why Goodrich dealers have a definite sales advantage. That's why they have been reaping such a harvest of sales and profits.

## Tire buyers flock to Goodrich dealers

Goodrich advertising carries a vital story—news about the way the Golden Ply provides *safe* driving—how it saves lives—prevents costly crashes. It is so compelling it sends people flocking to shops where Goodrich Silvertowns are sold.

And in addition, Goodrich dealers get real selling co-operation. Let us tell you how. Write for details of the Goodrich franchise.

THE B. F. GOODRICH RUBBER COMPANY  
OF CANADA LIMITED, KITCHENER, ONT.

**Goodrich Tires**  
ARE SAFER....BUT COST NO MORE



# WHEEL ALIGNMENT — TIRES

Make and Model	Year	Caster—Degrees	Camber—Degrees	Toe-in—Inches	King Pin Inclination	Tire Size	Pressure—Front	Pressure—Rear
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## LAFAYETTE

Six	1934	2 1/2	1 1/2	3/8	7	17x5.50	35	35
Six	1935-6	2 1/2	1 1/2	3/8	7	16x6.00	30	30

## LA SALLE

V-8 340	1930	1 1/2	1 1/2	3/16	10 1/4	19x6.50	45	40
V-8 345	1931	2 1/2	1 1/2	3/8	8 1/2	19x6.50	45	40
V-8 345B, C	1932-3	2 1/2	1 1/2	3/8	7 3/4	17x7.00	40	40
Eight 350	1934	2	1	3/8	4 3/8	16x7.00	28	28
Eight 35-50	1935	2	1	3/8	4 3/8	16x7.00	26	26
Eight 36-50	1936	2	1	3/8	5	16x7.00	26	26

## MARQUETTE

Six 6-30	1930	1 1/4	1 3/4	1/8	9 1/2	18x5.25	35	35
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## McLAUGHLIN-BUICK

Six 40	1930	1	2	3/8	8	29x5.50	35	40
Six 50, 60	1930	1	2	3/8	8	31x6.50	35	40
Eight 50	1931	1 1/2	1	3/8	9 1/2	18x5.25	35	35
Eight 60	1931	1 1/2	1 1/4	3/8	8	19x5.50	35	35
Eight 80, 90	1931	1 1/2	1 1/4	3/8	8	19x6.50	35	35
Eight 50	1932	1 1/2	1	3/8	9 1/2	18x5.50	35	35
Eight 60	1932	1 1/2	1	3/8	8	18x6.00	35	35
Eight 80	1932	1 1/2	1	3/8	8	18x7.00	35	35
Eight 50	1933	1 1/2	1 1/2	1/16	8	17x6.50	35	35
Eight 60	1933	1 1/2	1 1/2	1/16	8	17x6.50	35	35
Eight 80	1933	1 1/2	1 1/2	1/16	8	17x7.00	35	35
Eight 40	1934	2 3/4	1 1/2	3/8	5	16x6.25	26	26
Eight 50	1934	1 3/4	1 1/2	3/8	5	16x7.00	26	26
Eight 60	1934	1 3/4	1 1/2	3/8	5	16x7.50	24	24
Eight 90	1934	1	1 1/2	3/8	5	16x7.50	28	28
Eight 44	1935	2 3/4	1 1/2	3/8	5	16x7.25	26	26
Eight 45	1935	1 3/4	1 1/2	3/8	5	16x7.00	24	24
Eight 46	1935	1	1 1/2	3/8	5	16x7.50	28	28
Eight 49	1935	1	1 1/2	3/8	5	16x7.50	28	28
Eight 44	1936	3	1 1/4	3/16	3 1/2	16x6.50	26	26
Eight 46	1936	3 1/4	1 1/4	1/16	4 1/2	15x7.00	26	26
Eight 48	1936	3 1/4	1 1/4	1/16	4 1/2	16x7.00	28	28
Eight 49	1936	3 1/4	1 1/4	1/16	4 1/2	16x7.50	28	28

## NASH

Six 450, 660	1930-1	2	1 1/2	3/8	7	19x5.00	30	30
Six 480	1930	1	1 1/2	3/8	6	18x5.50	35	35
8-490, 890	1930-1	0	1 1/2	3/8	6	19x6.50	35	35
8-70, 9-70	1931-2	2	1 1/2	3/8	7	19x5.25	30	30
Eight 8-80	1931	1 1/2	1 1/2	3/8	7	18x5.50	30	30
Six 960	1932	2 1/2	1 1/2	3/8	7	19x5.50	30	30
Six Big 1060	1932	2 1/2	1 1/2	3/8	7	18x5.25	30	30
8 Std. 1070	1932	2 1/2	1 1/2	3/8	7	18x5.50	30	30
Eight 980	1932	2	1 1/2	3/8	7	18x6.00	30	35
Eight 990	1932	0	1 1/2	3/8	6	19x6.50	30	35
8 Spec. 1080	1932	0	1 1/2	3/8	7	17x6.50	30	30
8 Adv. 1090	1932	0	1 1/2	3/8	6	18x7.00	30	35

(Cont'nced in next col.mn)

Make and Model	Year	Caster—Degrees	Camber—Degrees	Toe-in—Inches	King Pin Inclination	Tire Size	Pressure—Front	Pressure—Rear
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## NASH—Continued

Six Big 1120	1933	2 1/2	1 1/2	3/8	7	17x5.50	35	35
8 Std. 1130	1933	2 1/2	1 1/2	3/8	7	17x5.50	35	35
8 Spec. 1170	1933	2	1 1/2	3/8	7	18x5.50	35	35
8 Adv. 1180	1933	1 1/2	1 1/2	3/8	7	17x6.50	35	35
8 Amb. 1190	1933	0	1 1/2	3/8	6	18x7.00	35	35
Six Big 1220	1934	1 1/2	1 1/2	3/8	7	17x5.50	35	35
8 Adv. 1280	1934	1 1/2	1 1/2	3/8	7	16x6.50	35	35
8 Amb. 1290	1934	1 1/2	1 1/2	3/8	6	17x7.00	35	35
Six Adv. 3520	1935	2 1/2	1 1/2	3/8	7	16x6.25	30	30
8 Adv. Amb.	1935	2 1/2	1 1/2	3/8	7	16x6.50	28	28
Six 400	1936	2 1/2	1 1/2	3/8	7	16x6.00	30	30
Six Amb.	1936	2 1/2	1 1/2	3/8	7	16x6.25	30	30
8 Super Amb.	1936	2 1/2	1 1/2	3/8	7 1/2	16x6.25	28	28

## OAKLAND

Eight 101-8	1930	1 1/4	1 1/2	1/16	9 1/2	18x5.50	34	34
Eight	1931	1 1/4	1 1/2	1/16	9 1/2	18x5.50	34	34

## OLDSMOBILE

Six F-30	1930	1 3/4	1 3/4	3/64	9 1/2	18x5.25	35	35
Six F-31	1931	3 1/2	1 3/4	3/8	9 1/2	18x5.25	35	35
Six F-32	1932	3	1 3/4	3/8	9 1/2	17x6.00	35	35
Eight L-32	1932	3	1 3/4	3/8	9 1/2	17x6.00	35	35
Six F-33	1933	2	1 1/4	3/32	9 1/2	17x5.50	35	35
Eight L-33	1933	2	1 1/4	3/32	9 1/2	17x6.00	35	35
Six F-34	1934	2	1	3/32	6	17x5.50	35	35
Eight L-34	1934	1 1/2	1	3/32	6	16x7.00	25	25
Six F-35	1935	1 1/2	1	3/8	5	16x6.25	25	25
Eight L-35, 36	1935-6	1 1/2	1	3/8	5	16x7.00	25	25
Six F-36	1936	1 1/2	1	3/8	5	16x6.50	28	28

## PACKARD

8 Std. 725-733	1930	1	1 1/2	3/8	8 1/2	w	40	40
8 Speed. 734	1930	1	1 1/2	3/8	8 1/2	—	40	40
8 740, 745	1930	1	1 1/2	3/8	8 1/2	19x7.00	40	40
8 Std. 826-833	1931	1	1 1/2	3/8	8 1/2	19x6.50	40	40
8 DeL. 840-845	1931	1	1 1/2	3/8	8 1/2	19x7.00	40	40
8 Std. 901-902	1932	1	1 1/2	3/8	8 1/2	19x6.50	40	40
8 DeL. 903-904	1932	1	1 1/2	3/8	8 1/2	19x7.00	40	40
Eight	1933	3/4	1 1/2	3/16	8 1/2	17x7.00	35	40
Super Eight	1933	3/4	1 1/2	3/16	8 1/2	17x7.00	35	40
Twelve	1933	1 1/2	1 1/2	3/16	8 1/2	17x7.50	35	40
Eight	1934	1	1	3/16	9	17x7.00	40	40
Super Eight	1934	1	1	3/16	9	17x7.00	40	40
Twelve	1934	1 1/2	1	3/16	9	17x7.50	40	40
8 120	1935-6	2	1	1/16	1 1/2	16x7.00	24	24
Eight	1935-6	1	1	1/16	9	17x7.00	35	35
Super Eight	1935-6	1	1	1/16	9	17x7.00	35	35
Twelve	1935-6	1	1	1/16	9	17x7.50	35	35

## PLYMOUTH

30 U	1930	1 1/2	2	1/16	7	19x4.75	40	30
PA	1931	1	1 1/2	1/16	7	19x4.75	40	35

(Continued on page 151)

w—20x6.00 on Series 726; 20x6.50 on Series 733

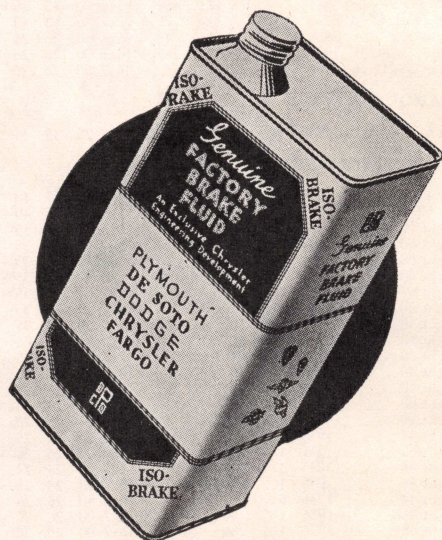


# Service Managers, Service Men in General and Independent Garage Operators From Coast to Coast are Endorsing ISO-BRAKE FLUID

Iso Brake Fluid is the only product that can be guaranteed against change due to extremes of heat and cold.

Iso Brake Fluid does not injure rubber or metal parts of hydraulic brake systems.

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**WINDSOR** (Parts Division) **ONTARIO**



# BRAKES — AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make		Brake Mechanism—Type	Drum Diameter	Lining Type—Original Equipment	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake—Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance
AUBURN																
6-85	1930	L	H	12	—	27 $\frac{1}{2}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.010	.010		6	18	2	$\frac{3}{16}$	$\frac{1}{32}$
8-95	1930	L	H	12	—	27 $\frac{1}{2}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.010	.010		6	18	2	$\frac{3}{16}$	$\frac{1}{32}$
8-98	1931	M	M	13	M	33 $\frac{3}{4}$	1 $\frac{3}{4}$	$\frac{7}{32}$	.040	.040		All Four Service Brakes				
8-100	1932	M	M	13	M	33 $\frac{3}{4}$	1 $\frac{3}{4}$	$\frac{7}{32}$	.040	.040		All Four Service Brakes				
12-160	1932	L	H	14	M	29 $\frac{3}{8}$	2	$\frac{3}{16}$	.010	.010		Rear Two Service Brakes				
8-101, 101A	1933	M	M	13	M	33 $\frac{3}{4}$	1 $\frac{3}{4}$	$\frac{7}{32}$	.040	.040		All Four Service Brakes				
8-105	1933	B	H	13	M	29 $\frac{3}{8}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.010	.010		Rear Two Service Brakes				
12-161, 161A	1933	B	H	14	M	29 $\frac{3}{8}$	2	$\frac{3}{16}$	.010	.010		Rear Two Service Brakes				
12-165	1933	B	H	14	M	29 $\frac{3}{8}$	2	$\frac{3}{16}$	.010	.010		Rear Two Service Brakes				
6-52	1934	B	H	12	M	24 $\frac{3}{32}$	1 $\frac{1}{2}$	$\frac{3}{16}$	.010	.010		Rear Two Service Brakes				
8-50 S&D	1934	B	H	12	M	24 $\frac{3}{32}$	2	$\frac{3}{16}$	.010	.010		Rear Two Service Brakes				
8-50 Aust.	1934	B	Hv	12	M	24 $\frac{3}{32}$	2	$\frac{3}{16}$	.010	.010		Rear Two Service Brakes				
12-165	1934	B	Hv	14	M	29 $\frac{3}{8}$	2	$\frac{3}{16}$	.010	.010		Rear Two Service Brakes				
6-53	1935	B	H	12	M	24 $\frac{3}{32}$	1 $\frac{1}{2}$	$\frac{3}{16}$	.010	.010		Rear Two Service Brakes				
8-51	1935	B	H	12	M	24 $\frac{3}{32}$	2	$\frac{3}{16}$	.010	.010		Rear Two Service Brakes				
8-51 SC	1935	B	H	12	M	24 $\frac{3}{32}$	2	$\frac{3}{16}$	.010	.010		Rear Two Service Brakes				
6-54	1936	B	H	12	M	24 $\frac{3}{32}$	1 $\frac{1}{2}$	$\frac{3}{16}$	.010	.010		Rear Two Service Brakes				
8-52	1936	B	H	12	M	24 $\frac{3}{32}$	2	$\frac{3}{16}$	.010	.010		Rear Two Service Brakes				
8-52 SC	1936	B	H	12	M	24 $\frac{3}{32}$	2	$\frac{3}{16}$	.010	.010		Rear Two Service Brakes				
CADILLAC																
V-8 353	1930	O	M	15 $\frac{1}{2}$	W	23 $\frac{3}{4}$	2 $\frac{1}{4}$	$\frac{3}{16}$	—	—		Rear Two Service Brakes				
V-16 452	1930	O	mv	16 $\frac{1}{2}$	W	23 $\frac{3}{4}$	2 $\frac{1}{4}$	$\frac{3}{16}$	—	—		Rear Two Service Brakes				
V-8 355	1931	O	M	15	M	21 $\frac{5}{8}$	2	$\frac{3}{16}$	—	—		Rear Two Service Brakes				
V-12 370	1931	O	M	15	M	21 $\frac{5}{8}$	2	$\frac{3}{16}$	—	—		Rear Two Service Brakes				
V-16 452	1931	O	M	16 $\frac{1}{2}$	W	23 $\frac{3}{4}$	2 $\frac{1}{4}$	$\frac{3}{16}$	—	—		Rear Two Service Brakes				
V-8 355B	1932	O	M	15	sm	29 $\frac{3}{4}$	2	$\frac{3}{16}$	—	—		Rear Two Service Brakes				
V-12 370B	1932	O	mv	15	sm	29 $\frac{3}{4}$	2	$\frac{3}{16}$	—	—		Rear Two Service Brakes				
V-16 452B	1932	O	mv	16	sm	31 $\frac{5}{8}$	2 $\frac{1}{4}$	$\frac{3}{16}$	—	—		Rear Two Service Brakes				
V-8 255C	1933	O	mv	15	sm	29 $\frac{3}{4}$	2	$\frac{3}{16}$	.007	.007		Rear Two Service Brakes				
V-12 370C	1933	O	mv	15	sm	29 $\frac{3}{4}$	2	$\frac{3}{16}$	.007	.007		Rear Two Service Brakes				
V-16 452C	1933	O	mv	16	sm	31 $\frac{5}{8}$	2 $\frac{1}{4}$	$\frac{3}{16}$	.007	.007		Rear Two Service Brakes				
V-8 355D	1934	O	mv	15	W	29 $\frac{27}{32}$	2	$\frac{3}{16}$	.007	.007		Rear Two Service Brakes				
V-12 370D	1934	O	mv	15	W	29 $\frac{27}{32}$	2	$\frac{3}{16}$	.007	.007		Rear Two Service Brakes				
V-16 455D	1934	O	mv	15	W	29 $\frac{27}{32}$	2	$\frac{3}{16}$	.007	.007		Rear Two Service Brakes				
V-8 355E	1935	O	M	15	W	29 $\frac{27}{32}$	2	t	.007	.007		Rear Two Service Brakes				
V-12 370E	1935	O	M	15	W	29 $\frac{27}{32}$	2	t	.007	.007		Rear Two Service Brakes				
V-16 452E	1935	O	M	15	W	29 $\frac{27}{32}$	2	t	.007	.007		Rear Two Service Brakes				
V-8 60	1936	B	H	12	a	25 $\frac{7}{8}$	2	$\frac{3}{16}$	.010	.010		Rear Two Service Brakes				
V-8 70	1936	B	H	14	a	30	2 $\frac{1}{4}$	$\frac{1}{4}$	.010	.010		Rear Two Service Brakes				
V-8 75	1936	B	H	14	a	30	2 $\frac{1}{4}$	$\frac{1}{4}$	.010	.010		Rear Two Service Brakes				
V-12 80-85	1936	B	H	14	a	30	2 $\frac{1}{4}$	$\frac{1}{4}$	.010	.010		Rear Two Service Brakes				
V-16	1936	O	mv	15	W	29 $\frac{27}{32}$	2	t	.007	.007		Rear Two Service Brakes				

a—Primary moulded; secondary woven

B—Bendix

H—Hydraulic

Hv—Hydraulic with vacuum unit

L—Lockheed

M—Mechanical

M—Midland

Steeldraulic

mv—Mechanical with vacuum unit

O—Own

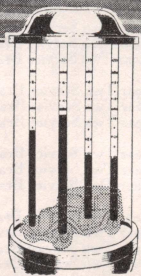
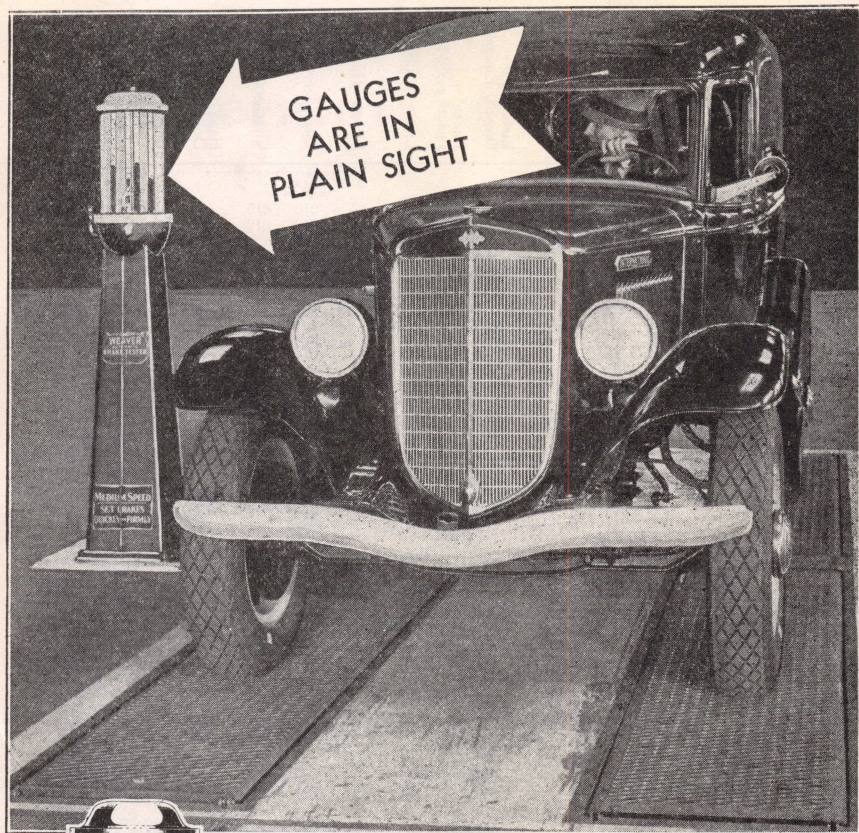
sm—Semi-molded

t—Forward shoe .245", reverse shoe .183"

W—Woven



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*Is Automatic and Instantaneous*

Each brake tested individually and recorded  
Automatically with One Stop.

*Write for Information.*

**WEAVER INDUSTRIES LIMITED**  
CHATHAM ONTARIO



# BRAKES — AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining Type—Original Equipment	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake—Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance
CHEVROLET															
Six AD Uni.....	1930	O	M	11	W	30 <sup>3</sup> / <sub>8</sub>	2	<sup>3</sup> / <sub>16</sub>	<sup>1</sup> / <sub>32</sub>	<sup>1</sup> / <sub>32</sub>	10 <sup>1</sup> / <sub>16</sub>	28	1 <sup>1</sup> / <sub>4</sub>	<sup>5</sup> / <sub>32</sub>	<sup>1</sup> / <sub>32</sub>
Six AE Ind.....	1931	O	M	11 <sup>1</sup> / <sub>2</sub>	M	16 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	<sup>3</sup> / <sub>16</sub>	<sup>1</sup> / <sub>32</sub>	<sup>1</sup> / <sub>32</sub>	11 <sup>1</sup> / <sub>2</sub>	7 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	<sup>1</sup> / <sub>32</sub>
Six Confed.....	1932	O	M	11 <sup>1</sup> / <sub>2</sub>	M	16 <sup>15</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>2</sub>	<sup>3</sup> / <sub>16</sub>	<sup>1</sup> / <sub>32</sub>	<sup>1</sup> / <sub>32</sub>	11 <sup>1</sup> / <sub>2</sub>	7 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	<sup>1</sup> / <sub>32</sub>
Six Stand.....	1933	O	M	10	M	15 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	<sup>3</sup> / <sub>16</sub>	—	—	All Four Service Brakes				
Six Master.....	1933	O	M	12	M	18 <sup>11</sup> / <sub>32</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>1</sup> / <sub>4</sub>	—	—	All Four Service Brakes				
Six Stand.....	1934	O	M	10	M	20 <sup>5</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>2</sub>	<sup>3</sup> / <sub>16</sub>	—	—	All Four Service Brakes				
Six Master.....	1934	O	M	12	M	24 <sup>7</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	—	—	All Four Service Brakes				
Six Stand.....	1935	O	M	10	sm	20 <sup>1</sup> / <sub>8</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	—	—	All Four Service Brakes				
Six Master.....	1935	O	M	12	M	20 <sup>19</sup> / <sub>32</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	—	—	All Four Service Brakes				
Six Stand.....	1936	O	H	11	sm	22 <sup>5</sup> / <sub>8</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	w	w	Rear Two Service Brakes				
Six Master.....	1936	O	H	11	M	22 <sup>5</sup> / <sub>8</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	w	w	Rear Two Service Brakes				
CHRYSLER															
Six 66.....	1930	O-L	H	11	M	16 <sup>13</sup> / <sub>32</sub>	1 <sup>1</sup> / <sub>2</sub>	<sup>3</sup> / <sub>16</sub>	.012	.006	8	24 <sup>5</sup> / <sub>8</sub>	2	<sup>5</sup> / <sub>32</sub>	<sup>1</sup> / <sub>32</sub>
Six 70.....	1930	O-L	H	14	M	27 <sup>7</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.012	.006	8	24 <sup>5</sup> / <sub>8</sub>	2	<sup>5</sup> / <sub>32</sub>	<sup>1</sup> / <sub>32</sub>
Six 77.....	1930	O-L	H	14	M	31 <sup>1</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.012	.006	8	24 <sup>5</sup> / <sub>8</sub>	2	<sup>5</sup> / <sub>32</sub>	<sup>1</sup> / <sub>32</sub>
Six Imp. 80.....	1930	O-L	H	15	M	32 <sup>9</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.012	.006	8	24 <sup>5</sup> / <sub>8</sub>	2	<sup>5</sup> / <sub>32</sub>	<sup>1</sup> / <sub>32</sub>
Six CJ.....	1930	O-L	H	11	M	20 <sup>7</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>2</sub>	<sup>3</sup> / <sub>16</sub>	.012	.006	7	21 <sup>13</sup> / <sub>32</sub>	2	<sup>5</sup> / <sub>32</sub>	<sup>1</sup> / <sub>16</sub>
Eight CD.....	1930	O-L	H	12	M	21 <sup>23</sup> / <sub>32</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.012	.006	7	21 <sup>13</sup> / <sub>32</sub>	2	<sup>5</sup> / <sub>32</sub>	<sup>1</sup> / <sub>16</sub>
Eight CG.....	1930	O-L	H	15	M	27 <sup>19</sup> / <sub>32</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.012	.006	8	24 <sup>5</sup> / <sub>8</sub>	2	<sup>5</sup> / <sub>32</sub>	<sup>1</sup> / <sub>16</sub>
Six CM.....	1931	O-L	H	11	M	20 <sup>7</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>2</sub>	<sup>3</sup> / <sub>16</sub>	.012	.006	7	21 <sup>13</sup> / <sub>32</sub>	2	<sup>5</sup> / <sub>32</sub>	<sup>1</sup> / <sub>16</sub>
Eight CD.....	1931	O-L	H	12	M	21 <sup>23</sup> / <sub>32</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.012	.006	7	21 <sup>13</sup> / <sub>32</sub>	2	<sup>5</sup> / <sub>32</sub>	<sup>1</sup> / <sub>16</sub>
Eight Imp. CG.....	1931	O-L	H	15	M	27 <sup>19</sup> / <sub>32</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.012	.006	8	24 <sup>5</sup> / <sub>8</sub>	2	<sup>5</sup> / <sub>32</sub>	<sup>1</sup> / <sub>16</sub>
Six C1.....	1932	O-L	H	12	M	21 <sup>23</sup> / <sub>32</sub>	1 <sup>3</sup> / <sub>8</sub>	<sup>3</sup> / <sub>16</sub>	.012	.006	7 <sup>1</sup> / <sub>2</sub>	21 <sup>13</sup> / <sub>32</sub>	2	<sup>5</sup> / <sub>32</sub>	<sup>1</sup> / <sub>16</sub>
Eight CP.....	1932	O-L	H	13	M	23	2	<sup>3</sup> / <sub>16</sub>	.012	.006	7 <sup>1</sup> / <sub>2</sub>	23 <sup>1</sup> / <sub>2</sub>	2	<sup>5</sup> / <sub>32</sub>	<sup>1</sup> / <sub>16</sub>
Eight Imp. CH.....	1932	O-L	H	15	M	28 <sup>23</sup> / <sub>32</sub>	2	<sup>3</sup> / <sub>16</sub>	.012	.006	8	24 <sup>5</sup> / <sub>8</sub>	2	<sup>5</sup> / <sub>32</sub>	<sup>1</sup> / <sub>16</sub>
Six CO.....	1933	O-L	H	11	M	20 <sup>7</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>2</sub>	<sup>3</sup> / <sub>16</sub>	.012	.006	7	21 <sup>13</sup> / <sub>32</sub>	2	<sup>5</sup> / <sub>32</sub>	<sup>1</sup> / <sub>16</sub>
Eight CT.....	1933	O-L	H	12	M	21 <sup>23</sup> / <sub>32</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.012	.006	7	21 <sup>13</sup> / <sub>32</sub>	2	<sup>5</sup> / <sub>32</sub>	<sup>1</sup> / <sub>16</sub>
Eight CQ.....	1933	O-L	hv	13	M	23 <sup>9</sup> / <sub>16</sub>	2	<sup>3</sup> / <sub>16</sub>	.012	.006	7	21 <sup>13</sup> / <sub>32</sub>	2	<sup>5</sup> / <sub>32</sub>	<sup>1</sup> / <sub>16</sub>
Six CA.....	1934	O-L	H	11	M	22 <sup>5</sup> / <sub>32</sub>	2	<sup>3</sup> / <sub>16</sub>	.012	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	<sup>5</sup> / <sub>32</sub>	<sup>1</sup> / <sub>16</sub>
Six CY.....	1934	O-L	H	11	M	22 <sup>5</sup> / <sub>32</sub>	2	<sup>3</sup> / <sub>16</sub>	.012	.006	6	18 <sup>1</sup> / <sub>4</sub>	2 <sup>1</sup> / <sub>2</sub>	<sup>5</sup> / <sub>32</sub>	<sup>1</sup> / <sub>16</sub>
Eight CU.....	1934	O-L	H	13	M	24 <sup>7</sup> / <sub>16</sub>	2	<sup>1</sup> / <sub>4</sub>	.012	.006	6	18 <sup>1</sup> / <sub>4</sub>	2	<sup>1</sup> / <sub>4</sub>	<sup>5</sup> / <sub>32</sub>
Eight CV.....	1934	O-L	H	13	M	24 <sup>7</sup> / <sub>16</sub>	2	<sup>1</sup> / <sub>4</sub>	.012	.006	6	18 <sup>1</sup> / <sub>4</sub>	2	<sup>1</sup> / <sub>4</sub>	<sup>5</sup> / <sub>32</sub>
Six C6.....	1935	O-L	H	10	M	19 <sup>13</sup> / <sub>16</sub>	2	<sup>3</sup> / <sub>16</sub>	.912	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	<sup>3</sup> / <sub>16</sub>	<sup>1</sup> / <sub>16</sub>
Eight CZ.....	1935	O-L	H	11	M	22 <sup>5</sup> / <sub>32</sub>	2	<sup>3</sup> / <sub>16</sub>	.012	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	<sup>3</sup> / <sub>16</sub>	<sup>1</sup> / <sub>16</sub>
Eight C1 Airflow.....	1935	O-L	H	13	M	24 <sup>7</sup> / <sub>16</sub>	2	<sup>1</sup> / <sub>4</sub>	.012	.006	7	21 <sup>13</sup> / <sub>16</sub>	2 <sup>1</sup> / <sub>2</sub>	<sup>3</sup> / <sub>16</sub>	<sup>5</sup> / <sub>32</sub>
Eight C2 Airflow.....	1935	O-L	H	13	M	24 <sup>7</sup> / <sub>16</sub>	2	<sup>1</sup> / <sub>4</sub>	.012	.006	7	21 <sup>13</sup> / <sub>16</sub>	2 <sup>1</sup> / <sub>2</sub>	<sup>3</sup> / <sub>16</sub>	<sup>5</sup> / <sub>32</sub>
Six C7.....	1936	O-L	H	11	M	22 <sup>5</sup> / <sub>32</sub>	2	<sup>3</sup> / <sub>16</sub>	.012	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	<sup>3</sup> / <sub>16</sub>	<sup>1</sup> / <sub>16</sub>
Eight C8.....	1936	O-L	H	11	M	22 <sup>5</sup> / <sub>32</sub>	2	<sup>3</sup> / <sub>16</sub>	.012	.006	6	18 <sup>1</sup> / <sub>4</sub>	2	<sup>3</sup> / <sub>16</sub>	<sup>1</sup> / <sub>16</sub>
Eight C9 Airflow.....	1936	O-L	H	13	M	24 <sup>7</sup> / <sub>16</sub>	2	<sup>1</sup> / <sub>4</sub>	.012	.006	7	21 <sup>5</sup> / <sub>8</sub>	2 <sup>1</sup> / <sub>2</sub>	<sup>3</sup> / <sub>16</sub>	<sup>5</sup> / <sub>32</sub>
Eight Imp. C10 Airf.....	1936	O-L	H	13	M	24 <sup>7</sup> / <sub>16</sub>	2	<sup>1</sup> / <sub>4</sub>	.012	.006	7	21 <sup>5</sup> / <sub>8</sub>	2 <sup>1</sup> / <sub>2</sub>	<sup>3</sup> / <sub>16</sub>	<sup>5</sup> / <sub>32</sub>
H—Hydraulic                      hv—hydraulic with vacuum unit                      M—Mechanical                      M—Molded                      O—Own O-L—Own make, Lockheed type                      sm—semi-molded                      W—Woven w—Tighten to slight drag, then back off four notches															



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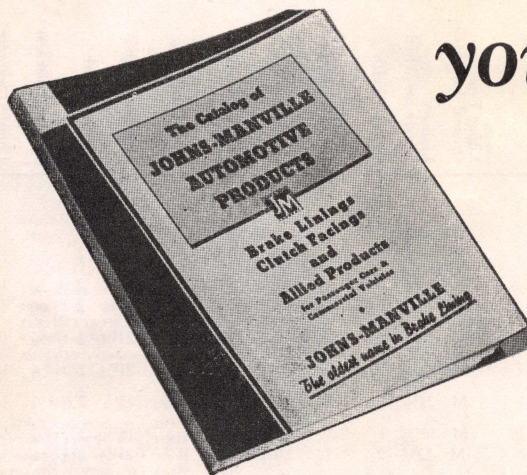


# BRAKES — AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining Type—Original Equipment	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake—Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance
DE SOTO															
Six CK.....	1930	O-L	H	11	M	19 <sup>3</sup> / <sub>16</sub>	1 1/2	3/16	.012	.006	7	21 <sup>3</sup> / <sub>4</sub>	2	3/32	1/16
Eight CF.....	1930	O-L	H	11	M	19 <sup>3</sup> / <sub>16</sub>	1 1/2	3/16	.012	.006	7	21 <sup>3</sup> / <sub>4</sub>	2	3/32	1/16
Six SA.....	1931	O-L	H	11	M	20 <sup>7</sup> / <sub>32</sub>	1 1/2	3/16	.012	.006	7	21 <sup>3</sup> / <sub>8</sub>	2	3/32	1/16
Eight CF.....	1931	O-L	H	11	M	20 <sup>7</sup> / <sub>32</sub>	1 1/2	3/16	.012	.006	7	21 <sup>3</sup> / <sub>8</sub>	2	3/32	1/16
Six SC.....	1932	O-L	H	11	M	20 <sup>7</sup> / <sub>32</sub>	2	3/16	.012	.006	7	21 <sup>13</sup> / <sub>32</sub>	2	3/32	1/16
Six SD.....	1933	O-L	H	11	M	20 <sup>7</sup> / <sub>32</sub>	1 1/2	3/16	.012	.006	7	21 <sup>13</sup> / <sub>32</sub>	2	3/32	1/16
Six SE.....	1934	O-L	H	11	M	22 <sup>3</sup> / <sub>32</sub>	2	3/16	.012	.006	6	18 <sup>1</sup> / <sub>4</sub>	2 1/2	1/4	1/32
Six SF.....	1935	O-L	H	10	M	19 <sup>13</sup> / <sub>16</sub>	2	3/16	.012	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	3/16	1/16
Six SG Airflow.....	1935	O-L	H	11	M	22 <sup>3</sup> / <sub>32</sub>	2	3/16	.012	.006	7	21 <sup>13</sup> / <sub>32</sub>	2 1/2	3/16	1/32
Six Cust. S1.....	1936	O-L	H	11	M	22 <sup>3</sup> / <sub>32</sub>	2	3/16	.012	.006	7 <sup>13</sup> / <sub>16</sub>	24 <sup>1</sup> / <sub>16</sub>	2	1/4	1/16
Six S2 Airflow.....	1936	O-L	H	11	M	22 <sup>3</sup> / <sub>32</sub>	2	3/16	.012	.006	7	21 <sup>3</sup> / <sub>8</sub>	2 1/2	3/16	1/32
DODGE															
Six DD.....	1930	O-L	H	11	M	20 <sup>7</sup> / <sub>32</sub>	1 1/2	3/16	.012	.006	7	21 <sup>3</sup> / <sub>8</sub>	2	3/32	1/16
Eight DC.....	1930	O-L	H	12	M	21 <sup>3</sup> / <sub>32</sub>	1 3/4	3/16	.012	.006	7	21 <sup>13</sup> / <sub>32</sub>	2	3/32	1/16
Six DH.....	1931	O-L	H	11	M	20 <sup>7</sup> / <sub>32</sub>	1 1/2	3/16	.012	.006	7	21 <sup>3</sup> / <sub>8</sub>	2	3/32	1/16
Eight DG.....	1931	O-L	H	12	M	21 <sup>3</sup> / <sub>32</sub>	1 3/4	3/16	.012	.006	7	21 <sup>13</sup> / <sub>32</sub>	2	3/32	1/16
Six DL.....	1932	O-L	H	12	M	21 <sup>23</sup> / <sub>32</sub>	1 3/4	3/16	.012	.006	7	21 <sup>13</sup> / <sub>32</sub>	2	3/32	1/16
Eight DK.....	1932	O-L	H	13	M	23 <sup>3</sup> / <sub>16</sub>	2	3/16	.012	.006	7	21 <sup>13</sup> / <sub>32</sub>	2	3/32	1/16
Six DP.....	1933	O-L	H	10	M	18 <sup>5</sup> / <sub>16</sub>	1 1/2	3/16	.012	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	3/32	1/16
Six DQ.....	1933	O-L	H	10	M	18 <sup>5</sup> / <sub>16</sub>	1 1/2	3/16	.012	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	3/32	1/16
Eight DO.....	1933	O-L	H	13	M	23 <sup>3</sup> / <sub>16</sub>	2	3/16	.012	.006	7	21 <sup>13</sup> / <sub>32</sub>	2	3/32	1/16
Six Del. DR.....	1934	O-L	H	10	M	15 <sup>23</sup> / <sub>32</sub>	2	3/16	.012	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	3/32	1/16
Six Std. DT.....	1934	O-L	H	10	M	15 <sup>23</sup> / <sub>32</sub>	2	3/16	.012	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	3/32	1/16
Six Big DS.....	1934	O-L	H	10	M	15 <sup>23</sup> / <sub>32</sub>	2	3/16	.012	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	3/32	1/16
Six DU.....	1935	O-L	H	10	M	19 <sup>13</sup> / <sub>16</sub>	2	3/16	.012	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	3/32	1/16
Six Std. DV.....	1935	O-L	H	10	M	19 <sup>13</sup> / <sub>16</sub>	2	3/16	.012	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	3/32	1/16
Six DeL. DV.....	1935	O-L	H	10	M	19 <sup>13</sup> / <sub>16</sub>	2	3/16	.012	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	3/32	1/16
Six D2.....	1936	O-L	H	10	M	19 <sup>13</sup> / <sub>16</sub>	2	13/64	.012	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	3/32	1/16
Six D3.....	1936	O-L	H	10	M	19 <sup>13</sup> / <sub>16</sub>	2	13/64	.012	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	3/32	1/16
Six D4.....	1936	O-L	H	10	M	19 <sup>13</sup> / <sub>16</sub>	2	13/64	.012	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	3/32	1/16
DURANT															
6-11.....	1930	M	M	11	M	29 <sup>3</sup> / <sub>16</sub>	1 1/2	3/16	.006	.006	All Four Service Brakes				
6-14.....	1930	M	M	11	M	29 <sup>3</sup> / <sub>16</sub>	1 1/2	3/16	.006	.006	All Four Service Brakes				
6-17.....	1930	M	M	14	M	38 <sup>1</sup> / <sub>4</sub>	1 3/4	3/16	.006	.006	All Four Service Brakes				
6-18.....	1930	M	M	14	M	38 <sup>1</sup> / <sub>4</sub>	1 3/4	3/16	.006	.006	All Four Service Brakes				
H—Hydraulic      M—Mechanical      M—Midland      Steeldraulic      M—Molded L—Own make, L—Lockheed type															



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# BRAKES — AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining Type—Original Equipment	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake—Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance
<b>ERSKINE</b>															
Six 53.....	1930	B	M	12	M	26 $\frac{3}{4}$	1 $\frac{1}{2}$	$\frac{3}{16}$	.010	.010	All Four Service Brakes				
<b>ESSEX</b>															
Super 6.....	1930	B	M	10	M	24 $\frac{1}{2}$	1 $\frac{1}{2}$	$\frac{5}{32}$	.010	.010	All Four Service Brakes				
Super 6.....	1931	B	M	11	M	24 $\frac{1}{2}$	1 $\frac{1}{2}$	$\frac{5}{32}$	.010	.010	All Four Service Brakes				
Six.....	1932	B	M	11	M	21	1 $\frac{3}{4}$	$\frac{5}{32}$	.008	.014	All Four Service Brakes				
Terraplane 6.....	1933	B	M	9	M	19	1 $\frac{3}{4}$	$\frac{5}{16}$	.008	.014	All Four Service Brakes				
Terraplane 8.....	1933	B	M	9	M	19	2	$\frac{5}{16}$	.008	.014	All Four Service Brakes				
<b>FORD</b>															
Model A.....	1930-2	O	M	11	W	28	1 $\frac{1}{2}$	$\frac{3}{16}$	.020	.020	Rear Two Service Brakes				
Model B.....	1933	O	M	12	wm	31	1 $\frac{1}{2}$	$\frac{3}{16}$	.010	.010	Rear Two Service Brakes				
V-8.....	1932-3	O	M	12	wm	31	1 $\frac{1}{2}$	$\frac{3}{16}$	.010	.010	Rear Two Service Brakes				
V-8.....	1934	O	M	12	sm	31	1 $\frac{1}{2}$	$\frac{3}{16}$	.010	.010	Rear Two Service Brakes				
V-8.....	1935	O	M	12	W	26 $\frac{1}{2}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.010	.010	All Four Service Brakes				
V-8.....	1936	O	M	12	W	26 $\frac{1}{2}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.010	.010	All Four Service Brakes				
<b>FRONTENAC</b>															
Six E.....	1931	M	M	11	M	29 $\frac{9}{16}$	1 $\frac{1}{2}$	$\frac{3}{16}$	.006	.006	All Four Service Brakes				
6-70.....	1932	M	M	11	M	29 $\frac{9}{16}$	1 $\frac{1}{2}$	$\frac{3}{16}$	.006	.006	All Four Service Brakes				
6-85.....	1932	M	M	12	M	31 $\frac{3}{32}$	1 $\frac{1}{2}$	$\frac{3}{16}$	.006	.006					
C-400.....	1933	M	M	9	M	23	1 $\frac{3}{4}$	$\frac{3}{16}$	.006	.006	All Four Service Brakes				
<b>GRAHAM</b>															
Six Std.....	1930	L	H	12	M	21 $\frac{15}{16}$	1 $\frac{1}{2}$	$\frac{3}{16}$	.012	.006	6	18 $\frac{9}{16}$	2	$\frac{5}{32}$	1 $\frac{3}{32}$
Six Spec.....	1930	L	H	14	M	26 $\frac{3}{4}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.012	.006	6	18 $\frac{9}{16}$	2	$\frac{5}{32}$	1 $\frac{3}{32}$
Eight Std.....	1930	L	H	14	M	26 $\frac{25}{32}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.012	.006	8	24 $\frac{5}{8}$	2 $\frac{1}{2}$	$\frac{5}{32}$	1 $\frac{3}{32}$
Eight Spec.....	1930	L	H	15	M	26 $\frac{17}{32}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.012	.006	8	24 $\frac{5}{8}$	2 $\frac{1}{2}$	$\frac{5}{32}$	1 $\frac{3}{32}$
Eight Cust.....	1930	L	H	15	M	26 $\frac{17}{32}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.012	.006	8	24 $\frac{5}{8}$	2 $\frac{1}{2}$	$\frac{5}{32}$	1 $\frac{3}{32}$
Six Std.....	1931	L	H	12	M	21 $\frac{15}{16}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.012	.006	6	18 $\frac{9}{16}$	2	$\frac{5}{32}$	1 $\frac{3}{32}$
Six Spec.....	1931	L	H	12	M	21 $\frac{15}{16}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.012	.006	6	24 $\frac{5}{8}$	2	$\frac{5}{32}$	1 $\frac{3}{32}$
Eight Spec.....	1931	L	H	14	M	26 $\frac{25}{32}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.012	.006	8	24 $\frac{5}{8}$	2 $\frac{1}{2}$	$\frac{5}{32}$	1 $\frac{3}{32}$
Eight Cust.....	1931	L	H	14	M	26 $\frac{25}{32}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.012	.006	8	24 $\frac{5}{8}$	2	$\frac{5}{32}$	1 $\frac{3}{32}$
Six.....	1932	L	H	12	M	21 $\frac{15}{16}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.012	.006	6	18 $\frac{9}{16}$	2	$\frac{5}{32}$	1 $\frac{3}{32}$
Eight.....	1932	L	H	13	M	27 $\frac{3}{4}$	2	$\frac{3}{16}$	.012	.006	6	18 $\frac{9}{16}$	2	$\frac{5}{32}$	1 $\frac{3}{32}$
Six Std.....	1933	L	H	13	W	27 $\frac{3}{4}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.012	.006	6	18 $\frac{9}{16}$	2	$\frac{5}{32}$	1 $\frac{3}{32}$
Eight Std.....	1933	L	H	13	W	27 $\frac{3}{4}$	2	$\frac{3}{16}$	.012	.006	6	18 $\frac{9}{16}$	2	$\frac{5}{32}$	1 $\frac{3}{32}$
Eight Cust.....	1933	L	H	13	W	27 $\frac{3}{4}$	2	$\frac{3}{16}$	.012	.006	6	18 $\frac{9}{16}$	2	$\frac{5}{32}$	1 $\frac{3}{32}$
Six Std.....	1934	L	H	11	M	24	1 $\frac{3}{4}$	$\frac{1}{4}$	.012	.006	6	18 $\frac{9}{16}$	2	$\frac{5}{32}$	1 $\frac{3}{32}$
Eight Std.....	1934	L	H	13	M	27 $\frac{3}{4}$	2	$\frac{3}{16}$	.012	.006	6	18 $\frac{9}{16}$	2	$\frac{5}{32}$	1 $\frac{3}{32}$
Eight Cust.....	1934	L	H	13	M	27 $\frac{3}{4}$	2	$\frac{3}{16}$	.012	.006	6	18 $\frac{9}{16}$	2	$\frac{5}{32}$	1 $\frac{3}{32}$
Six.....	1935	L	H	9	M	18	1 $\frac{3}{4}$	.200	.008	.008	Rear Two Service Brakes				
Six Spec.....	1935	L	H	11	M	24	1 $\frac{3}{4}$	$\frac{1}{4}$	.012	.006	6	18 $\frac{9}{16}$	2	$\frac{5}{32}$	1 $\frac{3}{32}$
Eight.....	1935	L	H	13	M	26	2	$\frac{3}{16}$	.012	.006	6	18 $\frac{9}{16}$	2	$\frac{5}{32}$	1 $\frac{3}{32}$
Eight Super C.....	1935	L	H	13	M	26	2	$\frac{3}{16}$	.012	.006	6	18 $\frac{9}{16}$	2	$\frac{5}{32}$	1 $\frac{3}{32}$

(Continued on next page)

B—Bendix  
O—Own

H—Hydraulic  
sm—Semi-molded

L—Lockheed  
W—Woven

M—Mechanical  
wm—Woven

M—Midland  
and molded

M—Molded





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# BRAKES — AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining Type—Original Equipment	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake—Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance
<b>GRAHAM—Continued</b>															
6- 80 Crusader.....	1936	L	H	9	M	18	1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>64</sub>	.008	.008	Rear Two Service Brakes				
6- 90 Cavalier.....	1936	L	H	11	M	23	1 <sup>3</sup> / <sub>4</sub>	.255	.010	.006	6	17 <sup>3</sup> / <sub>4</sub>	2	5 <sup>3</sup> / <sub>32</sub>	1 <sup>3</sup> / <sub>32</sub>
6-110 Super C.....	1936	L	H	11	M	23	1 <sup>3</sup> / <sub>4</sub>	.255	.010	.006	6	17 <sup>3</sup> / <sub>4</sub>	2	5 <sup>3</sup> / <sub>32</sub>	1 <sup>3</sup> / <sub>32</sub>
<b>HUDSON</b>															
Great 8.....	1930	B	M	11	M	26 <sup>7</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>2</sub>	5 <sup>3</sup> / <sub>32</sub>	.010	.010	All Four Service Brakes				
Eight.....	1931	B	M	12	M	26 <sup>7</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>2</sub>	5 <sup>3</sup> / <sub>32</sub>	.010	.010	All Four Service Brakes				
Eight.....	1932	B	M	13	M	25	1 <sup>3</sup> / <sub>4</sub>	7 <sup>3</sup> / <sub>32</sub>	.008	.014	All Four Service Brakes				
Super Six.....	1933	B	M	11	M	21	1 <sup>3</sup> / <sub>4</sub>	5 <sup>3</sup> / <sub>32</sub>	.008	.014	All Four Service Brakes				
Eight.....	1933	B	mv	13	M	25	1 <sup>3</sup> / <sub>4</sub>	7 <sup>3</sup> / <sub>32</sub>	.008	.014	All Four Service Brakes				
Eight Std.....	1934	B	M	9	M	19 <sup>3</sup> / <sub>16</sub>	2 <sup>1</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>16</sub>	.010	.010	All Four Service Brakes				
Eight DeL.....	1934	B	M	11	M	23 <sup>13</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>16</sub>	.010	.010	All Four Service Brakes				
Six.....	1935	B	M	9	M	19 <sup>3</sup> / <sub>16</sub>	2 <sup>1</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>16</sub>	.010	.010	All Four Service Brakes				
Eight.....	1935	B	M	9	M	19 <sup>3</sup> / <sub>16</sub>	2 <sup>1</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>16</sub>	.010	.010	All Four Service Brakes				
Eight Cust.....	1935	B	M	11	M	23 <sup>13</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>16</sub>	.010	.010	All Four Service Brakes				
Six.....	1936	B	H	10	mw	22 <sup>3</sup> / <sub>8</sub>	1 <sup>3</sup> / <sub>4</sub>	7 <sup>3</sup> / <sub>32</sub>	.010	.010	Rear Two Service Brakes				
Eight.....	1936	B	H	11	mw	23 <sup>13</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>4</sub>	7 <sup>3</sup> / <sub>32</sub>	.010	.010	Rear Two Service Brakes				
<b>HUPMOBILE</b>															
Six S.....	1930	M	M	11	M	32 <sup>1</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>16</sub>	.047	.047	All Four Service Brakes				
Eight C.....	1930	M	M	14	M	41	2	3 <sup>1</sup> / <sub>16</sub>	.062	.062	All Four Service Brakes				
Eight H.....	1930	M	M	15	M	42 <sup>1</sup> / <sub>2</sub>	1 <sup>3</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>16</sub>	.062	.062	All Four Service Brakes				
Six Century.....	1931	M	M	12	M	36	2	3 <sup>1</sup> / <sub>16</sub>	.062	.062	All Four Service Brakes				
Eight Century.....	1931	M	M	12	M	36	2	3 <sup>1</sup> / <sub>16</sub>	.045	.045	All Four Service Brakes				
Eight C.....	1931	M	M	14	M	41	2	3 <sup>1</sup> / <sub>16</sub>	.045	.045	All Four Service Brakes				
Eight H.....	1931	M	M	15	M	39 <sup>3</sup> / <sub>8</sub>	2	3 <sup>1</sup> / <sub>16</sub>	.045	.045	All Four Service Brakes				
Eight U.....	1931	M	M	15	M	39 <sup>3</sup> / <sub>8</sub>	2	3 <sup>1</sup> / <sub>16</sub>	.045	.045	All Four Service Brakes				
Six 214.....	1932	M	M	12	M	36	2	3 <sup>1</sup> / <sub>16</sub>	.062	.062	All Four Service Brakes				
Six 216.....	1932	M	M	12	M	33 <sup>3</sup> / <sub>16</sub>	2	3 <sup>1</sup> / <sub>16</sub>	.062	.062	All Four Service Brakes				
Eight 218.....	1932	M	M	12	M	36	2	3 <sup>1</sup> / <sub>16</sub>	.062	.062	All Four Service Brakes				
Eight 221.....	1932	M	M	14	M	41	2	3 <sup>1</sup> / <sub>16</sub>	.062	.062	All Four Service Brakes				
Eight 222.....	1932	M	M	14	M	36 <sup>3</sup> / <sub>16</sub>	2	3 <sup>1</sup> / <sub>16</sub>	.062	.062	All Four Service Brakes				
Eight 225.....	1932	M	M	15	M	39 <sup>3</sup> / <sub>8</sub>	2	3 <sup>1</sup> / <sub>16</sub>	.062	.062	All Four Service Brakes				
Eight 226.....	1932	M	M	14	M	36 <sup>3</sup> / <sub>16</sub>	2	3 <sup>1</sup> / <sub>16</sub>	.062	.062	All Four Service Brakes				
Eight 237.....	1932	M	M	15	M	39 <sup>3</sup> / <sub>8</sub>	2	3 <sup>1</sup> / <sub>16</sub>	.062	.062	All Four Service Brakes				
Six 321.....	1933	M	M	12	M	33 <sup>3</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>16</sub>	.062	.062	All Four Service Brakes				
Eight 322.....	1933	M	M	14	M	36 <sup>3</sup> / <sub>16</sub>	2	3 <sup>1</sup> / <sub>16</sub>	.062	.062	All Four Service Brakes				
Eight 326.....	1933	M	M	14	M	36 <sup>3</sup> / <sub>16</sub>	2	3 <sup>1</sup> / <sub>16</sub>	.062	.062	All Four Service Brakes				
Six 417.....	1934	M	M	11	M	28 <sup>5</sup> / <sub>8</sub>	1 <sup>3</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>16</sub>	.062	.062	All Four Service Brakes				
Six 421-421'.....	1934	M	M	12	M	33 <sup>3</sup> / <sub>16</sub>	2	3 <sup>1</sup> / <sub>16</sub>	.062	.062	All Four Service Brakes				
Six 421'.....	1934	M	M	12	M	33 <sup>3</sup> / <sub>16</sub>	2	3 <sup>1</sup> / <sub>16</sub>	.062	.062	All Four Service Brakes				
Eight 422.....	1934	M	M	14	M	36 <sup>3</sup> / <sub>16</sub>	2	3 <sup>1</sup> / <sub>16</sub>	.062	.062	All Four Service Brakes				

(Continued on next page)

B—Bendix  
M—Molded

H—Hydraulic  
mv—Mechanical with vacuum unit

L—Lockheed

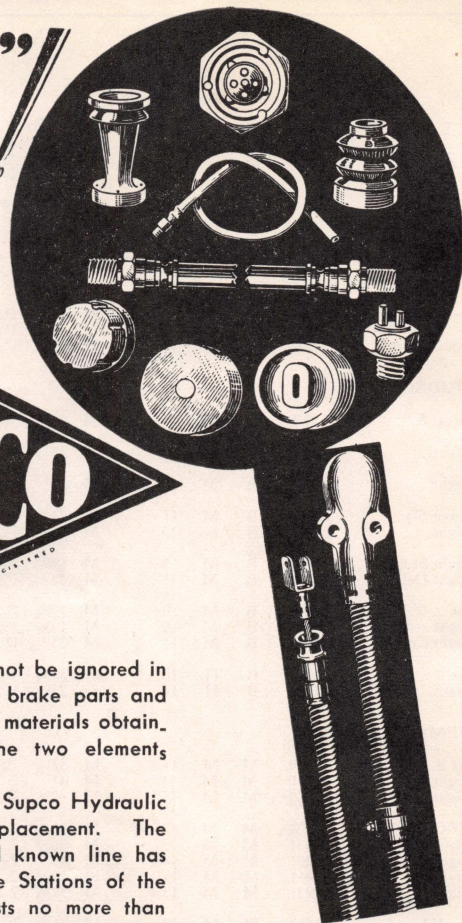
M—Mechanical  
mw—Molded and woven

M—Midland Steeldraulic



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FEATURE OF  
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BRAKE PARTS  
& BRAKE CABLES**  
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VACUUM POWER BOOSTER  
BRAKE PARTS  
BRAKE RODS, BRAKE  
YOKES, ETC.**



# BRAKES — AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining Type—Original Equipment	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake—Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance
<b>HUPMOBILE—Continued</b>															
Eight 426.....	1934	M	M	14	M	36 <sup>5</sup> / <sub>16</sub>	2	<sup>3</sup> / <sub>16</sub>	.062	.062	All Four Service Brakes				
Eight 427.....	1934	M	M	14	M	36 <sup>5</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>32</sub>	<sup>3</sup> / <sub>16</sub>	.062	.062	All Four Service Brakes				
Six 517.....	1935	M	M	11	M	28 <sup>5</sup> / <sub>8</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.062	.062	All Four Service Brakes				
Six 518.....	1935	L	H	10	M	20 <sup>7</sup> / <sub>8</sub>	2	<sup>3</sup> / <sub>16</sub>	.010	.005	Rear Two Service Brakes				
Eight 521-0.....	1935	O	H	12	M	24 <sup>3</sup> / <sub>8</sub>	2	<sup>3</sup> / <sub>16</sub>	.010	.005	Rear Two Service Brakes				
Eight 527.....	1935	M	mv	14	M	36 <sup>5</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>32</sub>	<sup>3</sup> / <sub>16</sub>	.062	.062	All Four Service Brakes				
Six 618-G.....	1936	L	H	10	M	20 <sup>7</sup> / <sub>8</sub>	2	<sup>3</sup> / <sub>16</sub>	.010	.005	Rear Two Service Brakes				
Eight 621-N.....	1936	L	H	12	M	24 <sup>3</sup> / <sub>8</sub>	2	<sup>3</sup> / <sub>16</sub>	.010	.005	Rear Two Service Brakes				
<b>LAFAYETTE</b>															
Six.....	1934	B	M	11	M	23 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>5</sup> / <sub>32</sub>	.010	.010	All Four Service Brakes				
Six 3510.....	1935	B	M	11	M	23 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>5</sup> / <sub>32</sub>	.010	.010	All Four Service Brakes				
Six 3610.....	1936	B	H	10	M	22 <sup>1</sup> / <sub>16</sub>	2	<sup>3</sup> / <sub>16</sub>	.010	.010	Rear Two Service Brakes				
<b>LA SALLE</b>															
V-8 340.....	1930	O	M	15	W	21 <sup>5</sup> / <sub>8</sub>	2	<sup>3</sup> / <sub>16</sub>	—	—	Rear Two Service Brakes				
V-8 345.....	1931	O	M	15	W	21 <sup>5</sup> / <sub>8</sub>	2	<sup>3</sup> / <sub>16</sub>	—	—	Rear Two Service Brakes				
V-8 345B.....	1932	O	M	15	sm	29 <sup>3</sup> / <sub>4</sub>	2	<sup>3</sup> / <sub>16</sub>	—	—	Rear Two Service Brakes				
V-8 345C.....	1933	O	mv	15	sm	29 <sup>3</sup> / <sub>4</sub>	2	<sup>3</sup> / <sub>16</sub>	.007	.007	Rear Two Service Brakes				
Eight 350.....	1934	B	H	12	M	25 <sup>7</sup> / <sub>8</sub>	2	<sup>3</sup> / <sub>16</sub>	.010	.010	Rear Two Service Brakes				
Eight 35-50.....	1935	B	H	12	M	25 <sup>7</sup> / <sub>8</sub>	2	<sup>3</sup> / <sub>16</sub>	.010	.010	Rear Two Service Brakes				
Eight 36-50.....	1936	B	H	12	a	25 <sup>7</sup> / <sub>8</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.010	.010	Rear Two Service Brakes				
<b>MARQUETTE</b>															
Six 6-30.....	1930	B	M	12	M	26	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.010	.010	All Four Service Brakes				
<b>McLAUGHLIN-BUICK</b>															
Six 40.....	1930	O	M	14	W	22 <sup>5</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.015	.015	14	12 <sup>1</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.020
Six 50.....	1930	O	M	15	W	23 <sup>5</sup> / <sub>16</sub>	2	<sup>3</sup> / <sub>16</sub>	.015	.015	15	12 <sup>1</sup> / <sub>16</sub>	2	<sup>3</sup> / <sub>16</sub>	.020
Six 60.....	1930	O	M	15	W	23 <sup>5</sup> / <sub>16</sub>	2	<sup>3</sup> / <sub>16</sub>	.015	.015	15	12 <sup>1</sup> / <sub>16</sub>	2	<sup>3</sup> / <sub>16</sub>	.020
Eight 50.....	1931	B	M	12	M	26	<sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.015	.010	All Four Service Brakes				
Eight 60.....	1931	O	M	14	W	22 <sup>3</sup> / <sub>16</sub>	<sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.015	.010	All Four Service Brakes				
Eight 80-90.....	1931	O	M	15	W	23 <sup>5</sup> / <sub>16</sub>	2	<sup>3</sup> / <sub>16</sub>	.015	.010	All Four Service Brakes				
Eight 50.....	1932	O	M	12	mw	19 <sup>1</sup> / <sub>32</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.012	.012	All Four Service Brakes				
Eight 60.....	1932	O	M	14	mw	22 <sup>3</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.012	.012	All Four Service Brakes				
Eight 80-90.....	1932	O	M	15	mw	23 <sup>5</sup> / <sub>16</sub>	2	<sup>3</sup> / <sub>16</sub>	.012	.012	All Four Service Brakes				
Eight 50.....	1933	O	M	12	M	19 <sup>1</sup> / <sub>32</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	—	—	All Four Service Brakes				
Eight 60.....	1933	O	M	14	M	22 <sup>3</sup> / <sub>16</sub>	2	<sup>3</sup> / <sub>16</sub>	—	—	All Four Service Brakes				
Eight 80-90.....	1933	O	M	15	M	23 <sup>5</sup> / <sub>16</sub>	2	<sup>3</sup> / <sub>16</sub>	—	—	All Four Service Brakes				
Eight 40.....	1934	B	M	12	M	25 <sup>7</sup> / <sub>8</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.010	.010	All Four Service Brakes				
Eight 50.....	1934	O	mv	12	mw	21 <sup>5</sup> / <sub>8</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	—	—	All Four Service Brakes				
Eight 60.....	1934	O	mv	14	mw	28 <sup>3</sup> / <sub>32</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	—	—	All Four Service Brakes				
Eight 90.....	1934	O	mv	14	mw	28 <sup>3</sup> / <sub>32</sub>	2 <sup>1</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	—	—	All Four Service Brakes				

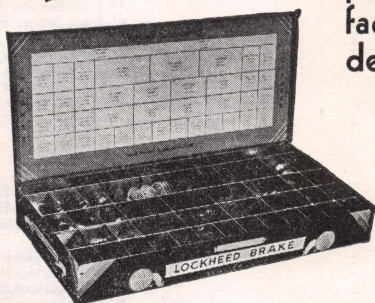
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a—Primary moulded; secondary woven      B—Bendix      H—Hydraulic      L—Lockheed      M—Mechanical  
M—Midland Steeldraulic      M—Molded      mw—Mechanical with vacuum unit      mw—Molded and woven  
O—Own      sm—Semi-molded      W—Woven



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"Our experience has been that only genuine Lockheed Fluid does not swell the cups."

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**WAGNER BRAKE SERVICE COMPANY  
LIMITED**

215 Dundas Street East, Toronto





# BRAKES — AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining Type—Original Equipment	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake—Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance
McLAUGHLIN-BUICK—Continued															
Eight 44.....	1935	B	M	12	M	25 $\frac{3}{8}$	13 $\frac{1}{4}$	$\frac{3}{16}$	.010	.010	All Four Service Brakes				
Eight 45.....	1935	O	mv	12	mw	25 $\frac{1}{8}$	13 $\frac{1}{4}$	$\frac{3}{16}$	—	—	All Four Service Brakes				
Eight 46.....	1935	O	mv	14	mw	28 $\frac{3}{32}$	13 $\frac{1}{4}$	$\frac{3}{16}$	—	—	All Four Service Brakes				
Eight 49.....	1935	O	mv	14	mw	28 $\frac{3}{32}$	13 $\frac{1}{4}$	$\frac{3}{16}$	—	—	All Four Service Brakes				
Eight 44.....	1936	B	H	12	W	22 $\frac{1}{16}$	13 $\frac{1}{4}$	$\frac{3}{16}$	.010	.010	Rear Two Service Brakes				
Eight 46.....	1936	B	H	12	W	22 $\frac{1}{16}$	13 $\frac{1}{4}$	$\frac{3}{16}$	.010	.010	Rear Two Service Brakes				
Eight 48.....	1936	B	H	12	W	22 $\frac{1}{16}$	2	$\frac{3}{16}$	.010	.010	Rear Two Service Brakes				
Eight 49.....	1936	B	H	14	W	26 $\frac{1}{16}$	2	$\frac{1}{4}$	.010	.010	Rear Two Service Brakes				
NASH															
6 Single 450.....	1930	M	M	12	M	33 $\frac{3}{4}$	13 $\frac{1}{4}$	$\frac{3}{16}$	.063	.063	All Four Service Brakes				
6 Twin-Ign. 480.....	1930	B	M	13	M	28	13 $\frac{1}{4}$	$\frac{3}{16}$	.012	.008	All Four Service Brakes				
8 Twin-Ign. 490.....	1930	B	M	15	M	31 $\frac{5}{8}$	2	$\frac{3}{16}$	.012	.008	All Four Service Brakes				
6-60.....	1931	M	M	12	M	31 $\frac{1}{8}$	13 $\frac{1}{4}$	$\frac{3}{16}$	.063	.063	All Four Service Brakes				
8-70.....	1931	M	M	12	M	31 $\frac{1}{8}$	13 $\frac{1}{4}$	$\frac{3}{16}$	.063	.063	All Four Service Brakes				
8 Twin-Ign. 8-80.....	1931	M	M	12	M	31 $\frac{1}{8}$	13 $\frac{1}{4}$	$\frac{3}{16}$	.063	.063	All Four Service Brakes				
8 Twin-Ign. 8-90.....	1931	B	M	15	M	32 $\frac{3}{16}$	2	$\frac{3}{16}$	.063	.063	All Four Service Brakes				
6-960.....	1932	M	M	12	M	31 $\frac{1}{8}$	13 $\frac{1}{4}$	$\frac{3}{16}$	.062	.062	All Four Service Brakes				
8 Big 1060.....	1932	M	M	12	M	31 $\frac{1}{8}$	13 $\frac{1}{4}$	$\frac{3}{16}$	.062	.062	All Four Service Brakes				
8-970.....	1932	B	M	12	M	31 $\frac{1}{8}$	13 $\frac{1}{4}$	$\frac{3}{16}$	.062	.062	All Four Service Brakes				
8 Std. 1070.....	1932	M	M	13	M	33 $\frac{3}{4}$	13 $\frac{1}{4}$	$\frac{3}{16}$	.062	.062	All Four Service Brakes				
8 Twin-Ign. 980.....	1932	M	M	13	M	33 $\frac{3}{4}$	13 $\frac{1}{4}$	$\frac{3}{16}$	.062	.062	All Four Service Brakes				
8 Twin-Ign. 990.....	1932	B	M	16	M	33 $\frac{3}{4}$	2	$\frac{3}{16}$	.012	.006	All Four Service Brakes				
8 Spec. 1080.....	1932	B	M	13	M	27 $\frac{1}{2}$	2	$\frac{3}{16}$	.012	.006	All Four Service Brakes				
8 Adv. 1090.....	1932	B	M	16	M	33 $\frac{3}{4}$	2	$\frac{3}{16}$	.012	.006	All Four Service Brakes				
8 Amb. 1090.....	1932	B	M	16	M	33 $\frac{3}{4}$	2	$\frac{3}{16}$	.012	.006	All Four Service Brakes				
6 Big 1120.....	1933	M	M	11	M	29 $\frac{5}{8}$	13 $\frac{1}{4}$	$\frac{3}{16}$	.015	.015	All Four Service Brakes				
8 Std. 1130.....	1933	M	M	11	M	29 $\frac{5}{8}$	13 $\frac{1}{4}$	$\frac{3}{16}$	.015	.015	All Four Service Brakes				
8 Spec. 1170.....	1933	M	M	13	M	33 $\frac{3}{4}$	13 $\frac{1}{4}$	$\frac{3}{16}$	.015	.015	All Four Service Brakes				
8 Adv. 1180.....	1933	B	M	13	M	27 $\frac{1}{2}$	2	$\frac{3}{16}$	.012	.006	All Four Service Brakes				
8 Amb. 1190.....	1933	B	M	16	M	33 $\frac{3}{4}$	2	$\frac{3}{16}$	.012	.006	All Four Service Brakes				
6 Big 1220.....	1934	B	M	11	M	23 $\frac{3}{4}$	13 $\frac{1}{4}$	$\frac{5}{32}$	.010	.010	All Four Service Brakes				
8 Adv. 1280.....	1934	B	M	11	M	23 $\frac{3}{4}$	2 $\frac{1}{4}$	$\frac{5}{32}$	.010	.010	All Four Service Brakes				
8 Amb. 1290.....	1934	B	M	14	M	30 $\frac{1}{4}$	2 $\frac{1}{4}$	$\frac{1}{4}$	.010	.010	All Four Service Brakes				
6 Adv. 3520.....	1935	B	H	11	M	23 $\frac{1}{16}$	13 $\frac{1}{4}$	$\frac{5}{32}$	.010	.010	Rear Two Service Brakes				
8 Adv. 3580.....	1935	B	H	11	M	23 $\frac{1}{16}$	2 $\frac{1}{4}$	$\frac{5}{32}$	.010	.010	Rear Two Service Brakes				
8 Amb. 3588.....	1935	B	H	11	M	23 $\frac{1}{16}$	2 $\frac{1}{4}$	$\frac{5}{32}$	.010	.010	Rear Two Service Brakes				
6-400.....	1936	B	H	10	M	22 $\frac{1}{16}$	2	$\frac{3}{16}$	.010	.010	Rear Two Service Brakes				
6 Amb.....	1936	B	H	11	M	23 $\frac{3}{4}$	13 $\frac{1}{4}$	$\frac{3}{16}$	.010	.010	Rear Two Service Brakes				
8 Super Amb.....	1936	B	H	11	M	23 $\frac{3}{4}$	2 $\frac{1}{4}$	$\frac{3}{16}$	.010	.010	Rear Two Service Brakes				
OAKLAND															
Eight 101-8.....	1930	M	M	13	M	33 $\frac{3}{4}$	13 $\frac{1}{4}$	$\frac{3}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	All Four Service Brakes				
Eight.....	1931	M	M	13	M	33 $\frac{3}{8}$	13 $\frac{1}{4}$	$\frac{3}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	All Four Service Brakes				

B—Bendix  
mv—Mechanical with vacuum unit

M—Mechanical  
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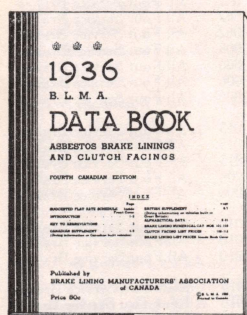
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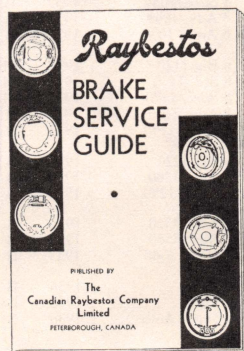
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**THE CANADIAN RAYBESTOS CO., LIMITED**  
**PETERBOROUGH, CANADA**



# BRAKES — AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining Type—Original Equipment	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake—Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance
<b>OLDSMOBILE</b>															
Six F-30.....	1930	M	M	12	M	26 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	<sup>3</sup> / <sub>16</sub>	.015	.006					Rear Two Service Brakes
Six F-31.....	1931	B	M	12	M	26 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	<sup>3</sup> / <sub>16</sub>	.008	.012					All Four Service Brakes
Six F-32.....	1932	B	M	12	M	25 <sup>5</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.008	.012					All Four Service Brakes
Eight L-32.....	1932	B	M	12	M	25 <sup>5</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.008	.012					All Four Service Brakes
Six F-33.....	1933	B	M	12	M	25 <sup>29</sup> / <sub>32</sub>	1 <sup>3</sup> / <sub>4</sub>	9 <sup>1</sup> / <sub>16</sub>	.010	.010					All Four Service Brakes
Eight L-33.....	1933	B	M	12	M	25 <sup>29</sup> / <sub>32</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.010	.010					All Four Service Brakes
Six F-34.....	1934	B	H	11	mw	23 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>5</sup> / <sub>32</sub>	.008	.010					Rear Two Service Brakes
Eight L-34.....	1934	B	H	12	mw	25 <sup>29</sup> / <sub>32</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.008	.010					Rear Two Service Brakes
Six F-35.....	1935	B	H	11	mw	23 <sup>29</sup> / <sub>32</sub>	2	<sup>3</sup> / <sub>16</sub>	.008	.010					Rear Two Service Brakes
Eight L-35.....	1935	B	H	12	mw	25 <sup>29</sup> / <sub>32</sub>	2	<sup>3</sup> / <sub>16</sub>	.008	.010					Rear Two Service Brakes
Six F-36.....	1936	B	H	11	mw	—	2	<sup>3</sup> / <sub>16</sub>	.008	.010					Rear Two Service Brakes
Eight L-36.....	1936	B	H	12	mw	—	2	<sup>3</sup> / <sub>16</sub>	.008	.010					Rear Two Service Brakes
<b>PACKARD</b>															
8 Std. 726-833.....	1930	B	M	16	a	45 <sup>1</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.010	.010					Rear Two Service Brakes
8 Speed. 734.....	1930	B	M	16	a	45 <sup>1</sup> / <sub>4</sub>	2	<sup>3</sup> / <sub>16</sub>	.010	.010					Rear Two Service Brakes
8 Cust. 740.....	1930	B	M	16	a	45 <sup>1</sup> / <sub>4</sub>	2	<sup>3</sup> / <sub>16</sub>	.010	.010					Rear Two Service Brakes
8 DeL. 745.....	1930	B	M	16	a	45 <sup>1</sup> / <sub>4</sub>	2	<sup>3</sup> / <sub>16</sub>	.010	.010					Rear Two Service Brakes
8 Std. 826-833.....	1931	B	M	16	a	45 <sup>1</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.010	.010					Rear Two Service Brakes
8 DeL. 840-845.....	1931	B	M	16	a	45 <sup>1</sup> / <sub>4</sub>	2	<sup>3</sup> / <sub>16</sub>	.010	.010					Rear Two Service Brakes
8 Std. 901-902.....	1932	B	M	16	a	45 <sup>1</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.010	.010					Rear Two Service Brakes
8 DeL. 903-904.....	1932	B	M	16	a	45 <sup>1</sup> / <sub>4</sub>	2	<sup>3</sup> / <sub>16</sub>	.010	.010					Rear Two Service Brakes
Eight.....	1933	B	mv	14	a	34 <sup>1</sup> / <sub>4</sub>	c	<sup>1</sup> / <sub>4</sub>	.010	.010					All Four Service Brakes
Super Eight.....	1933	B	mv	14	a	34 <sup>1</sup> / <sub>4</sub>	c	<sup>1</sup> / <sub>4</sub>	.010	.010					All Four Service Brakes
Twelve.....	1933	B	mv	15	a	37 <sup>7</sup> / <sub>8</sub>	d	<sup>1</sup> / <sub>4</sub>	.010	.010					All Four Service Brakes
8 1100-1-2.....	1934	B	mv	14	a	30 <sup>1</sup> / <sub>4</sub>	c	<sup>1</sup> / <sub>4</sub>	.010	.010					All Four Service Brakes
Super Eight.....	1934	B	mv	14	a	30 <sup>1</sup> / <sub>4</sub>	c	<sup>1</sup> / <sub>4</sub>	.010	.010					All Four Service Brakes
12 1107-8.....	1934	B	mv	15	a	32 <sup>1</sup> / <sub>4</sub>	d	<sup>1</sup> / <sub>4</sub>	.010	.010					All Four Service Brakes
8-120.....	1935	B	H	12	M	26	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.010	.010					Rear Two Service Brakes
8-120B.....	1935	B	mv	14	a	30 <sup>1</sup> / <sub>4</sub>	c	<sup>1</sup> / <sub>4</sub>	.010	.010					All Four Service Brakes
Super Eight.....	1935	B	mv	14	a	30 <sup>1</sup> / <sub>4</sub>	c	<sup>1</sup> / <sub>4</sub>	.010	.010					All Four Service Brakes
12 1207-1208.....	1935	B	mv	15	a	32 <sup>1</sup> / <sub>4</sub>	d	<sup>1</sup> / <sub>4</sub>	.010	.010					All Four Service Brakes
8 120-B.....	1936	B	H	12	M	26	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.010	.010					Rear Two Service Brakes
8 1400-1-2.....	1936	B	mv	14	a	30 <sup>1</sup> / <sub>4</sub>	c	<sup>1</sup> / <sub>4</sub>	.010	.010					All Four Service Brakes
Super Eight.....	1936	B	mv	14	a	30 <sup>1</sup> / <sub>4</sub>	c	<sup>1</sup> / <sub>4</sub>	.010	.010					All Four Service Brakes
12 1407-8.....	1936	B	mv	15	a	32 <sup>1</sup> / <sub>4</sub>	d	<sup>1</sup> / <sub>4</sub>	.010	.010					All Four Service Brakes

a—Primary moulded, secondary semi-moulded  
d—Left front wheel 1<sup>7</sup>/<sub>8</sub>"; other wheels 2<sup>1</sup>/<sub>2</sub>"  
M—Molded

B—Bendix  
H—Hydraulic  
mv—Mechanical with vacuum unit

c—Left front wheel 1<sup>3</sup>/<sub>4</sub>"; other wheels 2<sup>1</sup>/<sub>4</sub>"  
M—Mechanical  
mw—Molded and woven  
M—Midland Steeldraulic



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# BRAKES — AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make		Brake Mechanism—Type	Drum Diameter	Lining Type—Original Equipment	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake—Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance
PLYMOUTH																
30-U.....	1930	O-L	H	11	M	19 <sup>3</sup> / <sub>16</sub>	11/2	3/16	.010	.010	7	21 <sup>3</sup> / <sub>8</sub>	2	5/32	1/16	
PA.....	1931	O-L	H	11	M	20 <sup>7</sup> / <sub>32</sub>	11/2	11/64	.012	.006	7	21 <sup>3</sup> / <sub>8</sub>	2	5/32	1/16	
PB.....	1932	O-L	H	11	M	20 <sup>7</sup> / <sub>32</sub>	11/2	3/16	.012	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	5/32	1/16	
Six PC.....	1933	O-L	H	10	M	18 <sup>5</sup> / <sub>16</sub>	11/2	3/16	.012	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	5/32	1/16	
Six PD.....	1933	O-L	H	10	M	18 <sup>5</sup> / <sub>16</sub>	11/2	3/16	.012	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	5/32	1/16	
Six Std. PF.....	1934	O-L	H	10	M	15 <sup>25</sup> / <sub>32</sub>	11/2	3/16	.012	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	5/32	1/16	
Six DeL. PE.....	1934	O-L	H	10	M	15 <sup>25</sup> / <sub>32</sub>	2	3/16	.012	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	5/32	1/16	
Six PJ.....	1935	O-L	H	10	M	19 <sup>13</sup> / <sub>16</sub>	2	3/16	.012	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	5/32	1/16	
Six Std. PJ.....	1935	O-L	H	10	M	19 <sup>13</sup> / <sub>16</sub>	2	3/16	.012	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	5/32	1/16	
Six DeL. PJ.....	1935	O-L	H	10	M	19 <sup>13</sup> / <sub>16</sub>	2	3/16	.012	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	5/32	1/16	
Six Std. P1.....	1936	O-L	H	10	M	19 <sup>13</sup> / <sub>16</sub>	2	13/64	.012	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	5/32	1/16	
Six DeL. P2.....	1936	O-L	H	10	M	19 <sup>13</sup> / <sub>16</sub>	2	13/64	.012	.006	6	18 <sup>13</sup> / <sub>32</sub>	2	5/32	1/16	
PONTIAC																
Six Big 6-30.....	1930	M	M	10 <sup>3</sup> / <sub>4</sub>	M	29 <sup>1</sup> / <sub>2</sub>	11/2	3/16	.030	.030	All Four Service Brakes					
Six M-401.....	1931	M	M	12	M	30 <sup>1</sup> / <sub>2</sub>	13/4	3/16	.030	.030	All Four Service Brakes					
Six M-402.....	1932	B	M	12	M	26	13/4	3/16	.008	.014	All Four Service Brakes					
Eight M-601.....	1933	O	M	12	M	18 <sup>1</sup> / <sub>4</sub>	13/4	3/16	—	—	All Four Service Brakes					
Eight 603.....	1934	B	M	12	M	26	13/4	3/16	.010	.010	All Four Service Brakes					
Six Std.....	1935	B	H	12	M	25 <sup>25</sup> / <sub>32</sub>	13/4	3/16	.010	.010	Rear Two Service Brakes					
Six DeL.....	1935	B	H	12	M	25 <sup>25</sup> / <sub>32</sub>	13/4	3/16	.010	.010	Rear Two Service Brakes					
Eight.....	1935	B	H	12	M	25 <sup>25</sup> / <sub>32</sub>	13/4	3/16	.010	.010	Rear Two Service Brakes					
Six Std.....	1936	B	H	12	M	23 <sup>1</sup> / <sub>16</sub>	13/4	3/16	.010	.010	Rear Two Service Brakes					
Six DeL.....	1936	B	H	12	M	23 <sup>1</sup> / <sub>16</sub>	13/4	3/16	.010	.010	Rear Two Service Brakes					
Eight.....	1936	B	H	12	M	23 <sup>1</sup> / <sub>16</sub>	13/4	3/16	.010	.010	Rear Two Service Brakes					
REO																
6-15 Mate.....	1930	L	H	12	M	22 <sup>1</sup> / <sub>2</sub>	13/4	3/16	.012	.010	7	20 <sup>1</sup> / <sub>2</sub>	2 1/2	3/16	1/32	
6-20 Master.....	1930	L	H	14	M	25 <sup>3</sup> / <sub>4</sub>	13/4	3/16	.016	.010	7	20 <sup>1</sup> / <sub>2</sub>	2 1/2	3/16	1/32	
6-25 Flying Cloud.....	1930	L	H	14	M	25 <sup>3</sup> / <sub>4</sub>	13/4	3/16	.016	.010	7	20 <sup>1</sup> / <sub>2</sub>	2 1/2	3/16	1/32	
6-21 Flying Cloud.....	1931	L	H	14	M	28 <sup>11</sup> / <sub>16</sub>	13/4	3/16	.016	.010	7	20 <sup>1</sup> / <sub>2</sub>	2 1/2	3/16	1/32	
6-25 Flying Cloud.....	1931	L	H	14	M	28 <sup>11</sup> / <sub>16</sub>	13/4	3/16	.016	.010	7	20 <sup>1</sup> / <sub>2</sub>	2 1/2	3/16	1/32	
8-21 Flying Cloud.....	1931	L	H	14	M	28 <sup>11</sup> / <sub>16</sub>	13/4	3/16	.016	.010	7	20 <sup>1</sup> / <sub>2</sub>	2 1/2	3/16	1/32	
8-25 Flying Cloud.....	1931	L	H	14	M	28 <sup>11</sup> / <sub>16</sub>	13/4	3/16	.016	.010	7	20 <sup>1</sup> / <sub>2</sub>	2 1/2	3/16	1/32	
8-30 Flying Cloud.....	1931	L	H	15	M	31 <sup>1</sup> / <sub>4</sub>	2 1/4	3/16	.012	.010	7	20 <sup>1</sup> / <sub>2</sub>	2 1/2	3/16	1/32	
8-35 Royale.....	1931	L	H	15	M	31 <sup>1</sup> / <sub>4</sub>	2 1/4	3/16	.012	.010	7	20 <sup>1</sup> / <sub>2</sub>	2 1/2	3/16	1/32	
(Continued on next page)																
B—Bendix		H—Hydraulic		L—Lockheed		M—Mechanical										
				O—Own												
								O-L—Own make, Lockheed type								
								M—Molded								



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# BRAKES — AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining Type—Original Equipment	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake—Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance
REO—Continued															
6-21 Flying Cloud	1932	L	H	14	M	25 <sup>9</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.012	.010	7	20 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>2</sub>	<sup>3</sup> / <sub>16</sub>	<sup>1</sup> / <sub>32</sub>
8-21 Flying Cloud	1932	L	H	14	M	25 <sup>9</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.012	.010	7	21 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>2</sub>	<sup>3</sup> / <sub>16</sub>	<sup>1</sup> / <sub>32</sub>
8-25 Flying Cloud	1932	L	H	14	M	25 <sup>9</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.012	.010	7	20 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>2</sub>	<sup>3</sup> / <sub>16</sub>	<sup>1</sup> / <sub>32</sub>
8-31 Royale	1932	L	H	15	M	31 <sup>1</sup> / <sub>8</sub>	2 <sup>1</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.012	.010	7	20 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>2</sub>	<sup>3</sup> / <sub>16</sub>	<sup>1</sup> / <sub>32</sub>
8-35 Royale	1932	L	H	15	M	31 <sup>1</sup> / <sub>8</sub>	2 <sup>1</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.012	.010	7	20 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>2</sub>	<sup>3</sup> / <sub>16</sub>	<sup>1</sup> / <sub>32</sub>
6 Flying Cloud 3S	1933	L	H	12	M	24	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.012	.010	7	20 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>2</sub>	<sup>3</sup> / <sub>16</sub>	<sup>1</sup> / <sub>32</sub>
8 Royale	1933	L	H	15	M	31 <sup>1</sup> / <sub>4</sub>	2 <sup>1</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.012	.010	7	20 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>2</sub>	<sup>3</sup> / <sub>16</sub>	<sup>1</sup> / <sub>32</sub>
6 Flying Cloud S4	1934	L	H	12	M	24 <sup>5</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.012	.010	7	20 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>2</sub>	<sup>3</sup> / <sub>16</sub>	<sup>1</sup> / <sub>32</sub>
8 Royale N2	1934	L	H	15	M	31 <sup>13</sup> / <sub>16</sub>	2 <sup>1</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.012	.010	7	20 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>2</sub>	<sup>3</sup> / <sub>16</sub>	<sup>1</sup> / <sub>32</sub>
6 Flying Cloud 6A	1935	L	H	11	M	25 <sup>1</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.012	.010	—	—	—	—	—
6 Royale 7S	1935	L	H	12	M	24 <sup>5</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	.012	.010	7	20 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>2</sub>	<sup>3</sup> / <sub>16</sub>	<sup>1</sup> / <sub>32</sub>
6 Flying Cloud	1936	L	H	11	M	28 <sup>1</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>1</sup> / <sub>4</sub>	.010	.005	7	20 <sup>5</sup> / <sub>16</sub>	2 <sup>1</sup> / <sub>2</sub>	<sup>3</sup> / <sub>16</sub>	<sup>1</sup> / <sub>32</sub>
ROCKNE															
6-65	1931-2	B	M	11	M	23 <sup>7</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>2</sub>	<sup>5</sup> / <sub>32</sub>	.018	.006	All Four Service Brakes				
6-75	1932	B	M	12	M	25 <sup>5</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>2</sub>	<sup>5</sup> / <sub>16</sub>	.018	.006	All Four Service Brakes				
6-31	1932-3	B	M	11	M	23 <sup>5</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>2</sub>	<sup>5</sup> / <sub>32</sub>	.008	.015	All Four Service Brakes				
STUDEBAKER															
Six 6-53	1930	B	M	12	M	26 <sup>13</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>2</sub>	<sup>5</sup> / <sub>32</sub>	—	—	All Four Service Brakes				
Dict. 6-GL	1930	B	M	12	M	26 <sup>13</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>2</sub>	<sup>5</sup> / <sub>32</sub>	—	—	All Four Service Brakes				
Dict. 8-FC	1930	B	M	12	M	26 <sup>13</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>2</sub>	<sup>5</sup> / <sub>32</sub>	—	—	All Four Service Brakes				
Comm. 6-GJ	1930	B	M	12	W	33 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	—	—	All Four Service Brakes				
Comm. 8-FD	1930	B	M	12	W	33 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	—	—	All Four Service Brakes				
Pres. 8-FE	1930	B	M	15	W	40	2 <sup>1</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	—	—	All Four Service Brakes				
Pres. 8-FH	1930	B	M	15	W	40	2 <sup>1</sup> / <sub>4</sub>	<sup>3</sup> / <sub>16</sub>	—	—	All Four Service Brakes				
Six 6-54	1931	B	M	12	M	24 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	<sup>5</sup> / <sub>32</sub>	—	—	All Four Service Brakes				
Dict. 8-61	1931	B	M	12	M	24 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	<sup>5</sup> / <sub>32</sub>	—	—	All Four Service Brakes				
Comm. 8-70	1931	B	M	13	M	25 <sup>5</sup> / <sub>2</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>5</sup> / <sub>16</sub>	—	—	All Four Service Brakes				
Pres. 8-80	1931	B	M	15	M	32	2 <sup>1</sup> / <sub>4</sub>	<sup>5</sup> / <sub>16</sub>	—	—	All Four Service Brakes				
Pres. 8-90	1931	B	M	15	M	32	2 <sup>1</sup> / <sub>4</sub>	<sup>5</sup> / <sub>16</sub>	—	—	All Four Service Brakes				
Six 6-55	1932	B	M	12	M	24 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	<sup>1</sup> / <sub>4</sub>	.018	.006	All Four Service Brakes				
Dict. 8-62	1932	B	M	12	M	24 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	<sup>1</sup> / <sub>4</sub>	.015	.008	All Four Service Brakes				
Comm. 8-71	1932	B	M	13	M	26 <sup>1</sup> / <sub>2</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>1</sup> / <sub>4</sub>	.015	.008	All Four Service Brakes				
Pres. 8-91	1932	B	M	15	M	30 <sup>3</sup> / <sub>4</sub>	2 <sup>1</sup> / <sub>4</sub>	<sup>1</sup> / <sub>4</sub>	.015	.008	All Four Service Brakes				
Six 6-56	1933	B	mv	12	M	26 <sup>5</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>2</sub>	<sup>1</sup> / <sub>4</sub>	.008	.008	All Four Service Brakes				
Comm. 8-73	1933	B	mv	12	M	26 <sup>5</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>2</sub>	<sup>1</sup> / <sub>4</sub>	.008	.008	All Four Service Brakes				
Pres. 8-82	1933	B	mv	13	M	28	1 <sup>3</sup> / <sub>4</sub>	<sup>1</sup> / <sub>4</sub>	.008	.008	All Four Service Brakes				
Pres. 8-92	1933	B	mv	15	M	32 <sup>5</sup> / <sub>16</sub>	2 <sup>1</sup> / <sub>4</sub>	<sup>1</sup> / <sub>4</sub>	.008	.008	All Four Service Brakes				
Dict. 6-A	1934	M	M	11	M	29 <sup>1</sup> / <sub>8</sub>	u	<sup>1</sup> / <sub>4</sub>	.010	.010	All Four Service Brakes				
Dict. 6-AS	1934	M	mv	11	M	29 <sup>1</sup> / <sub>8</sub>	1 <sup>3</sup> / <sub>4</sub>	<sup>1</sup> / <sub>4</sub>	.010	.010	All Four Service Brakes				
Comm. 8-B	1934	B	mv	12	M	26 <sup>7</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>2</sub>	<sup>1</sup> / <sub>4</sub>	.010	.010	All Four Service Brakes				
Pres. 8-C	1934	B	mv	12	M	28	1 <sup>3</sup> / <sub>4</sub>	<sup>1</sup> / <sub>4</sub>	.010	.010	All Four Service Brakes				
Dict. 6-1A	1935	L	H	11	M	23	1 <sup>3</sup> / <sub>4</sub>	<sup>1</sup> / <sub>4</sub>	.010	.005	Rear Two Service Brakes				
Dict. 6-2A	1935	L	H	11	M	23	1 <sup>3</sup> / <sub>4</sub>	<sup>1</sup> / <sub>4</sub>	.010	.005	Rear Two Service Brakes				

(Continued on next page)

B—Bendix

H—Hydraulic  
M—Molded

L—Lockheed  
mv—Mechanical with vacuum unit

M—Mechanical

M—Midland  
W—Woven



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# BRAKES — AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make		Brake Mechanism—Type	Drum Diameter	Lining Type—Original Equipment	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake—Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance
STUDEBAKER—Continued																
Comm. 8-1B.....	1935	L	H	12	M	25 $\frac{3}{8}$	1 $\frac{3}{4}$	$\frac{1}{4}$	.010	.005		Rear Two Service Brakes				
Pres. 8-1C.....	1935	L	H	13	M	27 $\frac{1}{2}$	1 $\frac{3}{4}$	$\frac{1}{4}$	.010	.005		Rear Two Service Brakes				
Dict. 6-3A.....	1936	L	H	11	W	23	1 $\frac{3}{4}$	1 $\frac{1}{4}$	.010	.005		Rear Two Service Brakes				
Dict. 6-4A.....	1936	L	H	11	W	23	1 $\frac{3}{4}$	1 $\frac{1}{4}$	.010	.005		Rear Two Service Brakes				
Pres. 8-2C.....	1936	L	H	12	W	25	1 $\frac{3}{4}$	1 $\frac{1}{4}$	.010	.005		Rear Two Service Brakes				
TERRAPLANE																
Six Std.....	1934	B	M	9	M	19 $\frac{3}{16}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.010	.010		All Four Service Brakes				
Six DeL.....	1934	B	M	9	M	19 $\frac{3}{16}$	2 $\frac{1}{4}$	$\frac{3}{16}$	.010	.010		All Four Service Brakes				
Six.....	1935	B	M	9	M	19 $\frac{3}{16}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.010	.010		All Four Service Brakes				
Six.....	1936	B	H	10	mw	22 $\frac{1}{8}$	1 $\frac{3}{4}$	$\frac{3}{32}$	.010	.010		Rear Two Service Brakes				
WILLYS																
Six 98B.....	1930	B	M	11	M	24 $\frac{1}{2}$	1 $\frac{1}{2}$	$\frac{5}{32}$	.008	.008		All Four Service Brakes				
Eight 8-80.....	1930	B	M	12	M	25 $\frac{9}{32}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.008	.008		All Four Service Brakes				
Six 97.....	1931	B	M	11	M	24 $\frac{1}{2}$	1 $\frac{1}{2}$	$\frac{5}{32}$	.008	.008		All Four Service Brakes				
Six 98D.....	1931	B	M	11	M	24 $\frac{1}{2}$	1 $\frac{1}{2}$	$\frac{5}{32}$	.008	.008		All Four Service Brakes				
Eight 8-80D.....	1931	B	M	12	M	25 $\frac{9}{32}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.008	.008		All Four Service Brakes				
Six 6-90.....	1932	B	M	12	M	25 $\frac{15}{16}$	1 $\frac{1}{2}$	$\frac{3}{16}$	.014	.008		All Four Service Brakes				
Eight 8-88.....	1932	B	M	13	M	27 $\frac{13}{16}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.014	.008		All Four Service Brakes				
Four 77.....	1933	B	M	9	M	19 $\frac{3}{16}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.010	.010		9 19 $\frac{3}{16}$ 1 $\frac{3}{4}$ $\frac{3}{16}$ .010				
Four 77.....	1935	B	M	9	M	19 $\frac{3}{16}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.010	.010		All Four Service Brakes				
Four 77.....	1936	B	M	9	M	19 $\frac{3}{16}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.010	.010		All Four Service Brakes				
WILLYS KNIGHT																
Six 70B.....	1930	B	M	12	M	26 $\frac{3}{4}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.032	.032		Rear Two Service Brakes				
Six 66B.....	1930	B	M	14	M	30 $\frac{3}{8}$	2	$\frac{3}{16}$	.008	.008		All Four Service Brakes				
Six 95.....	1931	B	M	12	M	25 $\frac{1}{4}$	1 $\frac{1}{2}$	$\frac{3}{16}$	.014	.008		All Four Service Brakes				
Six 66D.....	1931	B	M	12	M	26 $\frac{3}{4}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.008	.008		All Four Service Brakes				
Six 95.....	1932	B	M	12	M	25 $\frac{1}{4}$	1 $\frac{1}{2}$	$\frac{3}{16}$	.014	.008		All Four Service Brakes				
Six 66D.....	1932	B	M	13	M	27 $\frac{3}{4}$	1 $\frac{3}{4}$	$\frac{3}{16}$	.014	.008		All Four Service Brakes				
B—Bendix                      H—Hydraulic                      L—Lockheed                      M—Mechanical                      M—Molded mw—Molded and woven                      u—Early Models 1 $\frac{1}{2}$ ", Late Models 1 $\frac{3}{4}$ "                      W—Woven																



# RE-FACING CHRYSLER-BUILT CLUTCH DISCS IS NOT THE BEST PRACTICE

When reconditioning Chrysler, Dodge, Plymouth or DeSoto clutches do not re-face the clutch disc, unless the customer demands it from the standpoint of economy alone.

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**WINDSOR** (Parts Division) **ONTARIO**



# CLUTCH—TRANSMISSION—REAR AXLE

Make and Model	Year	Pedal Lash at Pedal Pad	Make of Unit	No. Driven Discs	Facing Material—Orig. Equip.	Clutch Facing—Inside Diam.	Clutch Facing—Outside Diameter	Facing—Thickness	How Drilled?	No. Facings Required	Transmission—Make	Type of Gearing	Rear Axle—Make	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
<b>AUBURN</b>																				
6-85	1930	1	L	1	M	5 3/4	8 3/4	3/64	12SG	2	W	CI	C	SF	S	—	—	Sc	Sc	N
8-95	1930	1	L	1	M	6 1/4	9 3/4	3/64	12SG	2	W	CI	C	SF	S	—	—	Sc	Sc	N
8-98	1931	1	L	1	M	5 1/2	9 3/4	137	18SG	2	D	CI	C	SF	S	49	11	Sc	Sc	N
8-100	1932	1	L	1	M	5 1/2	10	137	18SG	2	D	EIF	C	SF	S	49	11	Sc	Sc	N
12-160	1932	1	L	2	M	6 1/4	9 3/4	130	12SG	4	D	EIF	C	SF	S	49	12	Sc	Sc	N
8-101, 101A	1933	1	L	1	M	5 1/2	9 3/4	137	24SG	2	D	EIF	C	SF	S	47	10	Sc	Sc	N
8-105	1933	1	L	1	M	5 1/2	9 3/4	137	24SG	2	D	EIF	C	SF	S	51	10	Sc	Sc	N
12-161, 161A	1933	1	L	2	M	6 1/4	9 3/4	130	12SG	4	D	EIF	C	SF	S	49	12	Sc	Sc	N
12-165	1933	1	L	2	M	6 1/4	9 3/4	130	12SG	2	D	EIF	C	SF	S	50	11	Sc	Sc	N
6-52 Std.	1934	1	L	1	M	5 3/4	9	137	18SG	2	W	EI	C	SF	S	37	8	Sc	Sc	N
6-52 Cust.	1934	1	L	1	M	5 3/4	9	137	18SG	2	W	EI	C	SF	S	37	8	Sc	Sc	N
8-50 Std.	1934	1	L	1	M	5 1/2	9 3/4	137	24SG	2	D	EI	C	SF	S	41	9	Sc	Sc	N
8-50 Cust.	1934	1	L	1	M	5 1/2	9 3/4	137	24SG	2	D	EIF	C	SF	S	51	10	Sc	Sc	N
12-165	1934	1	L	2	M	6 1/4	9 3/4	130	12SG	2	D	EIF	C	SF	S	50	11	Sc	Sc	N
6-53-54	1935-36	1	L	1	M	5 3/4	9	137	18SG	2	W	EI	C	SF	S	40	9	Sc	Sh	N
8-51-52	1935-36	1	L	1	M	5 1/2	9 3/4	137	24SG	2	D	EI	C	SF	S	49	12	Sc	Sc	N
<b>CADILLAC</b>																				
V-8 353	1930	1	O	2	W	7	10	135	24SG	4	O	CI	O	3/4F	S	61	12	Sh	No	Y
V-16 452	1930	1	O	2	W	7	10	3/64	24SG	4	O	CI	O	3/4F	S	57	13	Sh	No	Y
V-8 355	1931	1	O	2	W	7	10	135	24SG	4	O	CI	O	3/4F	S	57	12	Sh	No	Y
V-12 370	1931	1	O	2	W	7	10	3/64	24SG	4	O	CI	O	3/4F	S	57	13	Sh	No	Y
V-16 452	1931	1	O	2	W	7	10	3/64	24SG	4	O	CI	O	3/4F	S	57	13	Sh	No	Y
V-8 355B	1932	1 1/4	O	2	W	5 1/2	10	135	18SG	4	O	EI	O	3/4F	S	46	10	Sh	No	Y
V-12 370B	1932	1 1/4	O	2	W	5 1/2	10	3/64	18SG	4	O	EI	O	3/4F	S	48	10	Sh	No	Y
V-16 452B	1932	1 1/4	O	2	W	5 1/2	11	3/64	24SG	4	O	EI	O	3/4F	S	51	11	Sh	No	Y
V-8 355C	1933	1 1/4	O	2	W	5 1/2	10	135	18SG	4	O	EI	O	3/4F	S	46	10	Sh	No	Y
V-12 370C	1933	1 1/4	O	2	W	5 1/2	10	3/64	18SG	4	O	EI	O	3/4F	S	48	10	Sh	No	Y
V-16 452C	1933	1 1/4	O	2	W	5 1/2	11	3/64	24SG	4	O	EI	O	3/4F	S	51	11	Sh	No	Y
V-8 355D	1934	1 1/4	O	2	W	5 1/2	9 1/2	120	24SG	4	O	DI	O	3/4F	S	46	10	Sh	No	Y
V-12 370D	1934	1 1/4	O	2	W	5 1/2	10	120	18SG	4	O	DI	O	3/4F	S	48	10	Sh	No	Y
V-16 452D	1934	1 1/4	O	2	W	5 1/2	11	135	24SG	4	O	DI	O	3/4F	S	48	10	Sh	No	Y
V-8 355E	1935	1 1/4	O	2	W	5 1/2	9 1/2	120	24SG	4	O	DI	O	3/4F	S	m	10	Sh	No	Y
V-12 370E	1935	1 1/4	O	2	W	5 1/2	10	120	18SG	4	O	DI	O	3/4F	S	48	10	Sh	No	Y
V-16 452E	1935	1 1/4	O	2	W	5 1/2	11	135	24SG	4	O	DI	O	3/4F	S	51	11	Sh	No	Y
V-8 60	1936	1	L	1	W	6 1/2	11	137	36DE	2	O	BI	O	SF	S	41	10	Sh	No	N
V-8 70-75	1936	1	L	1	W	6 1/2	11	137	36DE	2	O	BI	O	SF	S	46	10	Sh	No	N
V-12 80-85	1936	1	L	1	W	6 1/2	11	137	36DE	2	O	BI	O	SF	S	46	10	Sh	No	N
V-16	1936	1 1/4	O	2	W	6 1/2	11	135	24SG	4	O	BI	O	3/4F	S	51	11	Sh	No	Y
<b>CHEVROLET</b>																				
Six AD Univ.	1930	1/2	O	1	W	6 1/4	9	1 1/8	12S	2	O	SS	O	SF	S	—	—	Sh	Sh	Y
Six AE Indep.	1931	1/2	O	1	M	6 1/4	9	1 1/8	12S	2	O	SS	O	SF	S	41	10	Sh	Sh	N
Six Confed.	1932	1/2	O	1	M	6 1/4	9	1 1/8	12S	2	O	GI	O	SF	S	41	10	Sh	Sh	N
Six Stand.	1933	1/2	O	1	M	6 1/4	9	1 1/8	12S	2	O	E	O	SF	S	37	9	Sh	Sh	N
Six Master	1933	1/2	O	1	M	6 1/4	9	1 1/8	12S	2	O	EI	O	SF	S	37	9	Sh	Sh	N
Six Stand.	1934	1/2	O	1	C	6 1/4	9	1 1/8	12S	2	O	E	O	SF	S	37	9	Sh	Sc	N
Six Master	1934	1/2	O	1	F	6 1/4	10	1 1/8	12S	2	O	EI	O	SF	S	37	9	Sh	Sc	N
Six Stand.	1935	1/2	O	1	M	6 1/4	9	1 1/8	15SG	2	O	E	O	SF	S	37	9	Sh	No	N
Six Master	1935	1/2	O	1	F	6 1/4	9	1 1/8	15SG	2	O	EI	O	SF	S	41	10	Sh	No	N
Six Stand.	1936	1/2	O	1	F	6 1/4	9	1 1/8	15SG	2	O	E	O	SF	S	37	9	Sh	Sh	N
Six Master	1936	1/2	O	1	F	6 1/4	9	1 1/8	15SG	2	O	EI	O	SF	S	37	9	Sh	No	N

m—46 teeth Series 10 and 20; 48 teeth Series 30

For list of abbreviations see page 139



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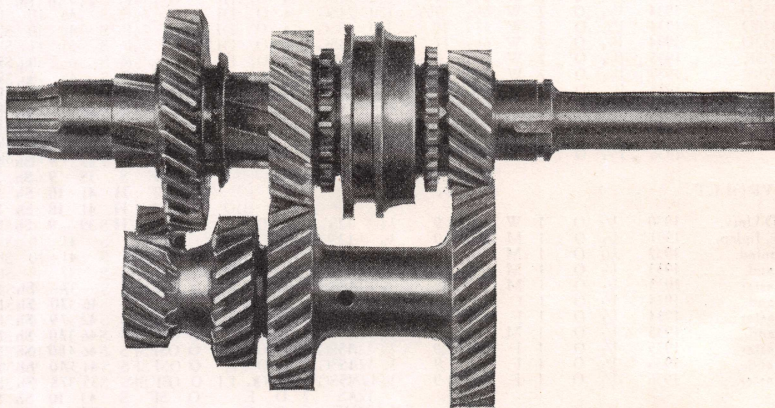
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**CHRYSLER CORPORATION OF CANADA LIMITED**

**WINDSOR**

**(Parts Division)**

**ONTARIO**



# CLUTCH—TRANSMISSION—REAR AXLE

Make and Model	Year	Pedal Lash at Pedal Pad	Make of Unit	No. Driven Discs	Facing Material—Orig. Equip.	Clutch Facing—Inside Diam.	Clutch Facing—Outside Diameter	Facing—Thickness	How Drilled?	No. Facings Required	Transmission—Make	Type of Gearing	Rear Axle—Make	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?	
CHRYSLER																					
Six 66	1930	1 3/8	L	1	M	6 3/4	9 7/8	3/64	—	2	O	G	O	SF	S	—	—	Sh	Sh	Y	
Six 70	1930	1 1/2	L	1	M	6 3/4	9 7/8	3/64	12SG	2	O	G	O	SF	S	—	—	Sh	Sh	Y	
Six 77	1930	1 3/8	L	1	M	6 1/4	9 7/8	3/64	12SG	2	O	G	O	SF	S	—	—	Sh	Sh	Y	
Six Imp. 80	1930	1	L	1	M	6 1/2	11	3/64	18SG	2	O	G	O	SF	S	—	—	Sh	Sh	Y	
Six CJ	1930	1 1/4	B	1	M	6 1/8	8 7/8	1/8	—	2	W	G	O	SF	S	42	9	Sh	Sh	Y	
Eight CD	1930	1 1/4	O	1	M	6 1/4	9 7/8	1/8	—	2	O	G	O	SF	S	41	10	Sh	Sh	Y	
Eight CG	1930	1	O	1	M	6 1/8	11 1/16	1/8	24DS	2	O	G	O	SF	S	42	11	Sh	Sh	Y	
Six CM	1931	1 1/4	B	1	M	6 1/8	8 7/8	1/8	12AS	2	W	—	O	SF	S	42	9	Sh	Sh	Y	
Eight CD	1931	1 1/4	O	1	M	6 1/4	9 7/8	1/8	—	2	O	—	O	SF	S	41	10	Sh	Sh	Y	
Eight Imp. CG	1931	1	O	1	M	6 1/8	11 1/16	1/8	24DS	2	O	—	O	SF	S	42	11	Sh	Sh	Y	
Six CI	1932	1 1/4	B	1	M	6 1/4	9 7/8	1/8	12AS	2	O	F	O	SF	S	46	10	Sh	Sh	Y	
Eight CP	1932	1 1/4	B	1	M	6 1/4	9 7/8	1/8	24DP	2	O	F	O	SF	S	43	10	Sh	Sh	Y	
Eight Imp. CH	1932	1	B	1	M	6 1/8	11 1/16	1/8	24DS	2	O	F	O	SF	S	41	10	Sh	Sh	Y	
Six CO	1933	1 1/4	B	1	M	6 1/8	9 7/8	1/8	—	2	O	F	O	SF	S	35	8	Sh	Sh	Y	
Eight CT	1933	1 1/4	B	1	M	6 1/8	9 7/8	1/8	12AS	2	O	E	O	SF	S	43	10	Sh	Sh	Y	
Eight CQ	1933	1 1/4	B	1	M	6 1/8	9 7/8	1/8	24DP	2	O	E	O	SF	S	43	10	Sh	Sh	Y	
Six CA	1934	1	B	1	M	6 1/8	9 7/8	1/8	.133	24DS	2	O	D	O	SF	S	37	9	Sh	Sh	Y
Six CY	1934	1	B	1	M	6 1/8	9 7/8	1/8	.133	24DS	2	O	D	O	SF	S	37	9	Sh	Sh	Y
Eight CU	1934	1	B	1	M	6 1/8	9 7/8	1/8	.133	24DS	2	O	D	O	SF	S	41	10	Sh	Sh	Y
Eight CV	1934	1	B	1	M	6 1/8	9 7/8	1/8	.133	24DS	2	O	D	O	SF	S	43	10	Sh	Sh	Y
Six C6	1935	1 1/16	B	1	M	6 1/8	9 7/8	1/8	.133	24DS	2	O	B1	O	SF	S	33	8	Sh	Sh	Y
Eight CZ	1935	1 1/16	B	1	M	6 1/8	9 7/8	1/8	.133	24DS	2	O	B1	O	SF	H	41	10	Sh	Sh	Y
Eight C1 Airflow	1935	1 1/16	B	1	M	6 1/8	11	.133	24DS	2	O	B1O	O	SF	S	43	10	Sh	Sh	Y	
Eight C2 Airflow	1935	1 1/16	B	1	M	6 1/8	11	.133	24DS	2	O	B1O	O	SF	S	43	10	Sh	Sh	Y	
Six C7	1936	1 1/16	B	1	W	6 1/8	9 7/8	1/8	.133	36DP	2	O	B1O*	O	SF	H	41	10	Sh	Sh	Y
Eight C8	1936	1 1/16	B	1	W	6 1/8	9 7/8	1/8	.133	36DP	2	O	B1O*	O	SF	H	41	10	Sh	Sh	Y
Eight C9 Airf.	1936	1 1/16	B	1	W	6 1/8	9 7/8	1/8	.133	40DP	2	O	B1O	O	SF	S	41	10	Sh	Sh	Y
8 Imp. C10 Airf.	1936	1 1/16	B	1	W	6 1/8	9 7/8	1/8	.133	40DP	2	O	B1O	O	SF	S	43	10	Sh	Sh	Y
DE SOTO																					
Six CK	1930	1 1/4	O	1	M	6 1/8	8 7/8	1/8	12AS	2	O	G	O	SF	S	—	—	Sh	Sh	Y	
Eight CF	1930	1 1/4	O	1	M	6 1/8	8 7/8	1/8	12AS	2	O	G	O	SF	S	—	—	Sh	Sh	Y	
Six SA	1931	1 1/4	B	1	M	6 1/8	8 7/8	1/8	12AS	2	O	E	O	SF	S	39	9	Sh	Sh	Y	
Eight CF	1931	1 1/4	B	1	M	6 1/4	9 7/8	1/8	12AS	2	O	E	O	SF	S	46	10	Sh	Sh	Y	
Six SC	1932	1 1/4	B	1	M	6 1/8	8 7/8	1/8	12AS	2	O	E	O	SF	S	37	8	Sh	Sh	Y	
Six SD	1933	1	B	1	M	6 1/4	9 7/8	1/8	12AS	2	O	E	O	SF	S	35	8	Sh	Sh	Y	
Six SE	1934	1 1/16	B	1	C	6 1/8	9 7/8	1/8	.125	24DS	2	O	D	O	SF	S	37	9	Sh	Sh	Y
Six SF	1935	1 1/16	B	1	M	6 1/8	9 7/8	1/8	.133	24DS	2	O	B1	O	SF	S	35	9	Sh	Sh	Y
Six SG Airflow	1935	1 1/16	B	1	M	6 1/8	9 7/8	1/8	.133	24DS	2	O	B1	O	SF	H	41	10	Sh	Sh	Y
Six Cust. S1	1936	1 1/16	B	1	W	6 1/8	9 7/8	1/8	.133	36DP	2	O	B1O	O	SF	H	41	10	Sh	Sh	Y
Six S2 Airflow	1936	1 1/16	B	1	W	6 1/8	9 7/8	1/8	.133	36DP	2	O	B1O	O	SF	H	39	9	Sh	Sh	Y
DODGE																					
Six DD	1930	1 1/4	—	1	—	6 1/8	8 7/8	1/8	12AS	2	O	G	O	SF	S	—	—	Sh	Sh	Y	
Eight DC	1930	1 1/4	—	1	—	6 1/4	9 7/8	1/8	12AS	2	O	G	O	SF	S	46	10	Sh	Sh	Y	
Six DH	1931	1 1/4	B	1	M	6 1/8	8 7/8	1/8	12AS	2	O	E	O	SF	S	42	9	Sh	Sh	Y	
Eight DG	1931	1 1/4	B	1	M	6 1/4	9 7/8	1/8	12AS	2	O	E	O	SF	S	46	10	Sh	Sh	Y	
Six DL	1932	1 1/4	B	1	M	6 1/8	8 7/8	1/8	12AS	2	O	E	O	SF	S	46	10	Sh	Sh	Y	
Eight DK	1932	1 1/4	B	1	M	6 1/4	9 7/8	1/8	12AS	2	O	E	O	SF	S	41	10	Sh	Sh	Y	
Six DP, DQ	1933	1	B	1	M	5 3/4	9	.133	12AS	2	O	E	O	SF	S	35	8	Sh	Sh	Y	
Eight DO	1933	1 1/4	B	1	M	6 1/4	9 7/8	1/8	12AS	2	O	E	O	SF	S	43	10	Sh	Sh	Y	
Six DeL. DR	1934	1	B	1	W	6 1/8	17 1/8	.125	24DS	2	O	D	O	SF	S	35	8	Sh	Sh	Y	
Six Std. DT	1934	1	B	1	W	5 3/4	9	.133	24DS	2	O	D	O	SF	S	35	8	Sh	Sh	Y	

(Continued on next page)

For list of abbreviations see page 139



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# CLUTCH—TRANSMISSION—REAR AXLE

Make and Model	Year	Pedal Lash at Pedal Pad	Make of Unit	No. Driven Discs	Facing Material—Orig. Equip.	Clutch Facing—Inside Diam	Clutch Facing—Outside Diameter	Facing—Thickness	How Drilled?	No. Facings Required	Transmission—Make	Type of Gearing	Rear Axle—Make	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
<b>DODGE—Continued</b>																				
Six Big DS.....	1934	1	B	1	W	6 1/8	9 7/8	.125	24DS	2	O	D	O	SF	S	35	8	Sh	Sh	Y
Six DU.....	1935	1 1/16	B	1	M	6 1/8	9 7/8	.133	24DS	2	O	BI	O	SF	S	33	8	Sh	Sh	Y
Six DV.....	1935	1 1/16	B	1	M	5 5/8	9 1/4	.133	24DS	2	O	BI	O	SF	S	33	8	Sh	Sh	Y
Six D2.....	1936	1 1/16	B	1	M	6 1/8	9 7/8	a	24DS	2	O	BI	O	SF	S	33	8	Sh	Sh	Y
Six D3, D4.....	1936	1 1/16	B	1	M	5 5/8	9 1/4	.133	24DS	2	O	BI	O	SF	S	33	8	Sh	Sh	Y
<b>DURANT</b>																				
6-11.....	1930	1/2	B	1	M	6 1/8	8 7/8	1/8	12AS	2	O	—	O	SF	S	44	10	Sh	Sh	N
6-14.....	1930	1/2	B	1	M	6 1/8	8 7/8	1/8	12AS	2	O	—	O	SF	S	44	10	Sh	Sh	N
6-17.....	1931	1/2	B	1	M	6 3/4	9 7/8	1/8	12AS	2	W	JK	O	SF	S	41	11	Sh	Sc	N
6-18.....	1931	1/2	B	1	M	6 3/4	9 7/8	1/8	12AS	2	W	JK	O	SF	S	41	11	Sh	Sc	N
<b>ERSKINE</b>																				
Six 53.....	1930	1	L	1	M	5 1/2	9 1/4	9/64	12SG	2	W	C	O	SF	S	43	9	Sc	Sc	N
<b>ESSEX</b>																				
Super 6.....	1930	3/4	O	1	C	Cork Inserts	—	—	—	O	G	—	O	SF	S	54	10	Sh	Sh	N
Super 6.....	1931	3/4	O	1	C	Cork Inserts	—	—	—	O	G	—	O	SF	S	54	10	Sh	Sh	N
Six.....	1932	3/4	O	1	C	Cork Inserts	—	—	—	O	EI	—	O	SF	S	54	11	Sh	Sh	N
Terraplane 6.....	1933	1	O	1	C	Cork Inserts	—	—	—	O	E	—	O	SF	S	41	9	Sh	Sh	N
Terraplane 8.....	1933	1	O	1	C	Cork Inserts	—	—	—	O	E	—	O	SF	S	41	9	Sh	Sh	N
<b>FORD</b>																				
Model A.....	1930-2	1	O	1	M	5 3/4	9	9/64	12SG	2	O	G	O	3/4F	S	34	9	N	Sc	Y
Model B.....	1933	1 1/4	L	1	M	5 3/4	9	.137	18SG	2	O	EI	O	3/4F	S	37	9	N	Sc	N
V-8.....	1932-3	1 1/4	L	1	M	5 3/4	9	.137	18SG	2	O	EI	O	3/4F	S	37	9	N	Sc	N
V-8.....	1934	1	L	1	M	5 3/4	9	.137	18SG	2	O	EI	O	3/4F	S	37	9	N	Sc	N
V-8.....	1935	1 1/2	L	1	M	5 3/4	9	.137	18SG	2	O	EI	O	3/4F	S	37	9	N	Sc	N
V-8.....	1936	1 1/2	L	1	M	5 3/4	9	.137	18SG	2	O	BI	O	3/4F	S	37	9	N	Sc	N
<b>FRONTENAC</b>																				
6-70.....	1932	1/2	B	1	M	6 1/8	8 7/8	1/8	12AS	2	N	—	A	SF	S	43	11	Sh	Sh	N
6-85.....	1932	1/2	B	1	M	6 1/8	8 7/8	1/8	12AS	2	N	EIF	O	SF	S	41	9	Sh	Sh	N
C-400.....	1933	1/2	R	1	M	5 3/8	7 5/8	1/8	12AS	2	W	E	N	SF	S	39	9	Sh	Sh	N
<b>GRAHAM</b>																				
Six Std.....	1930	1 1/4	L	1	M	5 1/2	9 1/4	9/64	12SG	2	W	J	C	SF	S	47	10	Sc	Sc	N
Six Spec.....	1930	1 1/4	L	1	M	5 1/2	9 3/4	9/64	18SG	2	W	JK	B	SF	S	47	12	Sc	No Y	
Eight Std.....	1930	1 1/4	L	1	M	6 1/2	11	9/64	18SG	2	W	J	B	SF	S	43	11	Sc	No Y	
Eight Spec.....	1930	1 1/4	L	1	M	6 1/2	11	9/64	18SG	2	W	JK	B	SF	S	43	11	Sc	No Y	
Eight Cust.....	1930	1 1/4	L	2	M	5 3/4	8 3/4	9/64	12SG	4	W	JK	C	SF	S	51	14	Sc	No Y	

(Continued on next page)

a—1 1/8" and .133"

For list of abbreviations see page 139



# CLUTCH—TRANSMISSION—REAR AXLE

Make and Model	Year	Pedal Lash at Pedal Pad	Make of Unit	No. Driven Discs	Facing Material—Orig. Equip.	Clutch Facing—Inside Diam.	Clutch Facing—Outside Diameter	Facing—Thickness	How Drilled?	No. Facings Required	Transmission—Make	Type of Gearing	Rear Axle—Make	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
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## GRAHAM—Continued

Six Std.	1931	1 1/4	L	1	M	5 1/2	9 1/4	9 3/4	12SG	2	W	J	B	SF	S	43	10	Sc	No	Y
Six Spec.	1931	1 1/4	L	1	M	5 1/2	9 1/4	9 3/4	12SG	2	W	JK	B	SF	S	41	10	Sc	No	Y
Eight Spec.	1931	1 1/4	L	1	M	5 1/2	9 3/4	9 3/4	18SG	2	W	JK	B	SF	S	41	10	Sc	No	Y
Eight Cust.	1931	1 1/4	L	2	M	6 1/2	11	9 3/4	18SG	2	W	JK	B	SF	S	41	10	Sc	No	Y
Six	1932	1 1/4	L	1	M	5 1/2	9 1/4	9 3/4	12SG	2	W	GF	B	SF	S	49	11	Sh	No	N
Eight	1932	1 1/4	L	1	M	5 1/2	9 3/4	9 3/4	18SG	2	W	EIF	B	SF	S	43	10	Sh	No	N
Six Std.	1933	1 1/4	L	1	M	5 1/2	9 1/4	9 3/4	18SG	2	W	EIF	B	SF	S	47	11	Sh	No	N
Eight	1933	1 1/4	L	1	M	5 1/2	9 3/4	9 3/4	24SG	2	W	EIF	B	SF	S	47	11	Sh	No	N
Six Std.	1934	1 1/4	L	1	M	5 1/2	9 1/4	9 3/4	24SG	2	W	EIF*	B	SF	S	47	11	Sh	No	N
Eight	1934	1 1/4	L	1	M	5 1/2	9 3/4	9 3/4	24SG	2	W	EIF*	B	SF	S	47	11	Sh	No	N
Six	1935	1 1/4	L	1	M	5 1/8	7 7/8	9 1/8	16AS	2	W	EI	B	SF	S	50	11	Sh	No	N
Six Spec.	1935	1 1/4	L	1	M	5 3/4	9	9 3/4	18SG	2	W	EI	B	SF	S	47	11	Sh	No	N
Eight	1935	1 1/4	L	1	M	5 1/2	9 3/4	9 3/4	24SG	2	W	EI	B	SF	S	47	11	Sh	No	N
6-80 Crusader	1936	1 1/2	I	1	M	5 1/8	7 7/8	9 1/8	16AS	2	W	EI	B	SF	S	50	11	Sh	No	N
6-90 Cavalier	1936	1 1/4	I	1	W	5 1/8	9	9 1/8	32DB	2	W	BIF*	B	SF	S	47	11	Sh	No	N
6-110 Super C.	1936	1 1/4	I	1	W	5 1/8	9	9 1/8	32DB	2	W	BIF*	B	SF	S	47	11	Sh	No	N

## HUDSON

Great 8	1930	3/4	O	1	C	Cork Inserts	—	—	—	O	G	O	SF	S	51	11	Sh	Sh	N
Eight	1931	3/4	O	1	C	Cork Inserts	—	—	—	O	G	O	SF	S	51	11	Sh	Sh	N
Eight	1932	3/4	O	1	C	Cork Inserts	—	—	—	O	E	O	SF	S	51	11	Sh	Sh	N
Super Six	1933	1	O	1	C	Cork Inserts	—	—	—	O	E	O	SF	S	51	11	Sh	Sh	N
Eight	1933	1	O	1	C	Cork Inserts	—	—	—	O	E	O	SF	S	51	11	Sh	Sh	N
Eight	1934	1	O	1	C	6 1/2	10	203	—	O	E	O	SF	S	37	9	Sh	Sh	N
Big Six	1935	1	O	1	C	5 3/8	8 5/8	13 1/4	—	O	E	O	SF	S	37	9	Sh	Sh	N
Eight	1935	1	O	1	C	6 3/8	9 3/4	13 1/4	—	O	E	O	SF	S	37	9	Sh	Sh	N
Six	1936	1 1/2	O	1	C	5 3/8	8 5/8	13 1/4	—	O	E	S	SF	S	37	9	Sh	Sh	N
Eight	1936	1 1/2	O	1	C	6 3/8	9 3/4	13 1/4	—	O	E	S	SF	S	37	9	Sh	hS	

## HUPMOBILE

Six S.	1930	1 3/4	B	1	M	6 1/4	8 7/8	1 1/8	12AS	2	D	C	B	SF	S	47	10	Sh	Sh	N
Eight C.	1930	1	L	1	M	5 1/2	a	9 3/4	18SG	2	D	C	O	SF	S	50	11	Sc	Sc	N
Eight H.	1930	1	L	2	M	6 1/4	9 3/4	9 3/4	12SG	4	D	C	O	SF	S	53	13	Sh	Sh	Y
Six Century	1931	1 3/4	B	1	M	6 3/8	8 7/8	1 1/8	12AS	2	W	CF	B	SF	S	47	10	Sh	Sh	N
Eight Century	1931	1	B	1	M	6 3/8	9 7/8	1 1/8	18SG	2	W	CF	O	SF	S	50	11	Sh	Sh	N
Eight C.	1931	1	L	1	M	5 1/2	a	137	12SG	2	W	CF	O	SF	S	50	11	Sh	Sh	N
Eight H.	1931	1	L	2	M	6 1/4	9 3/4	130	12SG	4	W	CF	O	SF	S	53	13	Sh	Sh	Y
Six 214	1931	1	B	1	M	6 3/8	8 7/8	1 1/8	12AS	2	W	EF	B	SF	S	47	10	Sh	Sh	N
Six 216	1932	1	B	1	M	6 3/8	9 7/8	1 1/8	12AS	2	W	EIF	B	SF	S	50	11	Sh	Sh	N
Eight 218	1932	1	B	1	M	6 3/8	9 7/8	1 1/8	12AS	2	W	EF	B	SF	S	50	11	Sh	Sh	N
Eight 221	1932	1	L	1	M	5 1/2	10	137	18SG	2	W	EF	O	SF	S	50	11	Sc	Sc	N
Eight 222	1932	1	B	1	M	6 3/4	9 7/8	1 1/8	24DP	2	W	EIF	O	SF	H	48	11	Sh	Sh	N
Eight 225	1932	1	L	2	M	6 1/4	9 3/4	130	12SG	4	W	EF	O	SF	S	53	13	Sh	Sh	Y
Eight 226	1932	1	L	1	M	5 1/2	10	137	18SG	2	D	EIF	O	SF	H	48	11	Sh	Sh	N
Eight 227	1932	1	L	2	M	6 1/4	9 3/4	130	24SG	4	W	EF	O	SF	S	53	13	Sh	Sh	Y
Six 321	1933	3/4	B	1	M	6 1/8	9 7/8	1 1/8	24DP	2	W	EIF	B	SF	H	52	11	Sh	Sh	N
Eight 322	1933	3/4	B	1	M	6 1/8	9 7/8	1 1/8	24DP	2	W	EIF	O	SF	H	48	11	Sh	Sh	N
Eight 326	1933	3/4	L	1	M	5 1/2	9 3/4	137	18SG	2	D	EIF	O	SF	H	48	11	Sh	Sh	N
Six 417	1934	3/4	B	1	M	6 1/8	9 7/8	1 1/8	24DS	2	W	EI	S	SF	S	48	11	Sh	Sh	N
Six 421-421A.	1934	3/4	B	1	M	6 1/8	9 7/8	1 1/8	24DP	2	W	EIF	S	SF	H	52	11	Sh	Sh	N
Six 421J	1934	3/4	B	1	M	6 1/8	9 7/8	1 1/8	24DS	2	W	EI	S	SF	H	49	11	Sh	Sh	N
Eight 422	1934	3/4	B	1	M	6 1/8	9 7/8	1 1/8	24DP	2	W	EIF	S	SF	H	48	11	Sh	Sh	N
Eight 426	1934	3/4	L	1	M	5 1/2	9 3/4	137	18SG	2	D	EIF	S	SF	H	48	11	Sh	Sh	N
Eight 427	1934	3/4	L	1	M	5 1/2	9 3/4	137	24SG	2	W	EIF*	S	SF	H	49	11	Sh	Sh	N

a—1 @ 9 3/4", 1 @ 10"

For list of abbreviations see page 139

(Continued on next page)



# CLUTCH—TRANSMISSION—REAR AXLE

Make and Model	Year	Pedal Lash at Pedal Pad	Make of Unit	No. Driven Discs	Facing Material—Orig. Equip.	Clutch Facing—Inside Diam	Clutch Facing—Outside Diameter	Facing—Thickness	How Drilled?	No. Facings Required	Transmission—Make	Type of Gearing	Rear Axle—Make	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
<b>HUPMOBILE—Continued</b>																				
Six 517.....	1935	I	B	I	M	6 1/8	9 7/8	1 5/8	24DS	2	W	EI	S	SF	S	48	11	Sh	Sh	N
Six 518.....	1935	3/4	B	I	M	6 1/8	9 7/8	1 5/8	24DS	2	W	EI	S	SF	S	47	11	Sh	Sh	N
Eight 521-0.....	1935	I	L	I	M	6	10	9 5/8	24SG	2	W	BI	S	SF	H	47	11	Sh	Sh	N
Eight 527.....	1935	3/4	L	I	M	5 1/2	9 3/4	1 5/8	24SG	2	W	EI	S	SF	H	9	11	Sh	Sh	N
Six 618-G.....	1936	I	B	I	M	6 1/8	9 7/8	1 5/8	24DS	2	W	BIO*	S	SF	S	47	11	Sh	Sh	N
Eight 621-N.....	1936	I	L	I	M	6	10	1 13/16	24SG	2	W	BIO	S	SF	H	47	11	Sh	Sh	N
<b>LAFAYETTE</b>																				
Six.....	1934	I	B	I	M	6 1/8	9 7/8	1 13/16	24DS	2	O	EI	S	SF	S	47	10	Sh	Sh	N
Six 3510.....	1935	I	B	2	M	5 3/4	9	1 5/8	12AS	2	O	EI	O	SF	S	47	10	Sh	Sh	N
Six 3610.....	1936	I	B	I	M	5 3/4	9	1 5/8	12AS	2	O	EI	O	SF	S	40	9	Sh	Sh	N
<b>LA SALLE</b>																				
V-8 340.....	1930	I	O	2	W	6 1/2	10	1 135	24SG	4	O	CI	O	3/4F	S	59	13	Sh	No	Y
V-8 345.....	1931	I	O	2	W	6 1/2	10	1 135	24SG	4	O	CI	O	3/4F	S	57	12	Sh	No	Y
V-8 345B.....	1932	1 1/4	O	2	M	5 1/2	10	1 135	18SG	4	O	EI	O	3/4F	S	46	10	Sh	No	Y
V-8 345C.....	1933	1 1/4	O	2	M	5 1/2	10	1 135	18SG	4	O	EI	O	3/4F	S	46	10	Sh	No	Y
Eight 350.....	1934	I	B	I	W	6 1/8	9 7/8	1 133	24DS	2	O	DI	O	SF	S	43	9	Sh	Sc	N
Eight 35-50.....	1935	I	B	I	W	6	10	1 135	24SG	2	O	BI	O	SF	S	41	9	Sh	No	N
Eight 36-50.....	1936	I	L	I	W	6	10	1 135	24SG	2	O	BI	O	SF	S	41	9	Sh	No	N
<b>MARQUETTE</b>																				
Six 6-30.....	1930	I	B	I	M	6 1/8	8 3/8	1 3/8	12AS	2	M	G	O	SF	S	50	11	Sc	Sc	Y
<b>McLAUGHLIN-BUICK</b>																				
Six 40.....	1930	I	O	5	W	5 3/4	7 3/4	1 5/8	12SG	10	O	SS	O	3/4F	S	50	11	Sc	Sc	Y
Six 50.....	1930	I	O	5	W	5 3/4	7 3/4	1 5/8	12SG	10	O	SS	O	3/4F	S	47	11	Sc	Sc	Y
Six 60.....	1930	I	O	5	W	5 3/4	7 3/4	1 5/8	12SG	10	O	SS	O	3/4F	S	49	11	Sc	Sc	Y
Eight 50.....	1931	3/4	O	I	M	6 1/4	9 1/2	1 135	12SG	2	M	SS	O	SF	S	50	11	Sc	Sh	N
Eight 60.....	1931	3/4	O	I	M	6 1/4	9 7/8	1 135	12SG	2	O	G1	O	3/4F	S	49	11	Sc	Sc	Y
Eight 80.....	1931	1 1/4	O	2	M	6 1/2	9	1 135	12SG	4	O	G1	O	3/4F	S	47	11	Sc	Sc	Y
Eight 90.....	1931	1 1/4	O	2	M	6 1/2	9	1 135	12SG	4	O	G1	O	3/4F	S	48	11	Sc	Sc	Y
Eight 50.....	1932	I	O	I	C	6 1/4	9 1/2	1 135	20SG	2	O	EI	O	SF	S	46	10	Sc	Sc	Y
Eight 60.....	1932	I	O	I	C	6 1/4	9 7/8	1 135	20SG	2	O	EI	O	3/4F	S	50	11	Sc	Sc	Y
Eight 80-90.....	1932	1 1/4	O	2	C	6 1/2	9	1 135	12SG	4	O	EI	O	3/4F	S	47	11	Sc	Sc	Y
Eight 50.....	1933	I	O	I	W	6 1/4	9 1/2	1 135	20SG	1	O	EI	O	SF	S	47	10	Sc	Sc	Y
Eight 60.....	1933	I	O	I	W	6 1/4	9 7/8	1 135	20SG	2	O	EI	O	3/4F	S	50	11	Sc	Sc	Y
Eight 80-90.....	1933	I	O	2	W	6 1/2	9	1 135	12SG	4	O	EI	O	3/4F	S	47	11	Sc	Sc	Y
Eight 40.....	1934-5	3/4	B	I	M	6 1/8	9 3/8	1 133	12AS	2	O	BI	O	SF	S	39	9	Sh	Sh	N
Eight 50.....	1934-5	I	O	I	W	6 1/4	9 1/2	1 130	20SG	2	O	BI	O	SF	S	44	9	Sc	Sc	Y
Eight 60.....	1934-5	I	O	I	W	6 1/4	9 7/8	1 130	20SG	2	O	BI	O	3/4F	S	47	10	Sc	Sc	Y
Eight 90.....	1934-5	I	O	2	W	6 1/2	9	1 135	12SG	4	O	BI	O	3/4F	S	48	11	Sc	Sc	Y
Eight 44.....	1936	3/4	B	I	W	6 1/8	9 1/2	1 133	36DP	2	O	BI	O	SF	S	40	9	Sh	Sh	N
Eight 46.....	1936	3/4	L	I	W	6 1/2	11	1 9/16	36DE	2	O	BI	O	SF	S	39	10	Sh	Sh	N
Eight 48.....	1936	3/4	L	I	W	6 1/2	11	1 9/16	36DE	2	O	BI	O	SF	S	38	9	Sh	Sh	N
Eight 49.....	1936	3/4	L	I	W	6 1/2	11	1 9/16	36DE	2	O	BI	O	3/4F	S	41	9	Sc	Sc	Y
<b>NASH</b>																				
Six 450.....	1930	I	B	I	M	6 1/8	8 7/8	1 3/8	12AS	2	O	—	O	SF	S	—	—	Sh	Sc	N
Six 480.....	1930	I	B	I	M	6 3/4	9 3/8	1 3/8	12AS	2	O	—	O	SF	S	45	10	Sc	Sc	N
Eight 490.....	1930	I	B	I	M	6 3/4	10 7/8	1 3/8	24DS	2	O	—	O	SF	S	54	12	Sc	Sc	N

(Continued on next page)

For list of abbreviations see page 139



# CLUTCH—TRANSMISSION—REAR AXLE

Make and Model	Year	Pedal Lash at Pedal Pad	Make of Unit	No. Driven Discs	Facing Material—Orig. Equip.	Clutch Facing—Inside Diam.	Clutch Facing—Outside Diameter	Facing—Thickness	How Drilled?	No. Facings Required	Transmission—Make	Type of Gearing	Rear Axle—Make	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
<b>NASH—Continued</b>																				
6-60.....	1931	1	B	1	M	6 1/8	8 7/8	1/8	12AS	2	O	C	O	SF	S	51	10	Sh	Sc	N
8-70.....	1931	1	B	1	M	6 3/8	9 1/8	1/8	12AS	2	O	C	O	SF	S	51	10	Sh	Sc	N
8-80.....	1931	1	B	1	M	6 3/8	9 1/8	1/8	12AS	2	O	C	O	SF	S	49	11	Sh	Sc	N
8-90.....	1931	1	B	1	M	6 3/8	10 1/8	1/8	24DS	2	O	C	O	SF	S	54	12	Sh	Sc	N
Six 960.....	1932	1	B	1	M	6 1/8	8 7/8	1/8	12AS	2	O	EIF*	O	SF	S	52	11	Sh	Sc	N
6 Big 1060.....	1932	1 1/2	B	1	M	6 1/8	8 7/8	1/8	12AS	2	O	EIF*	O	SF	S	47	10	Sh	Sc	N
8 970.....	1932	1 1/2	B	1	M	6 3/4	9 7/8	1/8	12AS	2	O	EIF*	O	SF	S	52	11	Sh	Sc	N
8 Std. 1070.....	1932	1 1/2	B	1	M	6 3/4	9 7/8	1/8	12AS	2	O	EIF*	O	SF	S	40	9	Sh	Sc	N
8-980.....	1932	1	B	1	M	6 1/8	9 7/8	1/8	24DP	2	O	EIF*	O	SF	S	49	11	Sh	Sc	N
8-990.....	1932	1	B	1	M	6 3/4	10 7/8	1/8	24DS	2	O	EIF*	O	SF	S	54	12	Sh	Sc	N
8 Spec. 1080.....	1932	1 1/2	B	1	M	6 1/8	9 7/8	1/8	24DP	2	O	EIF*	O	SF	W	33	7	No	Sh	N
8 Adv. 1090.....	1932	1 1/2	B	1	M	6 3/4	10 7/8	1/8	24DS	2	O	EIF*	O	SF	W	—	—	No	Sh	N
8 Amb. 1090.....	1932	1 1/2	B	1	M	6 3/4	10 7/8	1/8	24DS	2	O	EIF*	O	SF	W	—	—	No	Sh	N
6 Big 1120.....	1933	1	B	1	M	6 3/4	9 7/8	1/8	12AS	2	O	EIF*	O	SF	S	47	10	Sh	Sh	N
8 Std. 1130.....	1933	1	B	1	M	6 3/4	9 7/8	1/8	12AS	2	O	EIF*	O	SF	S	40	9	Sh	Sh	N
8 Spec. 1170.....	1933	1	B	1	M	6 3/4	9 7/8	1/8	12AS	2	O	EIF*	O	SF	S	40	9	Sh	Sh	N
8 Adv. 1180.....	1933	1	B	1	M	6 1/8	9 7/8	1/8	24DP	2	O	EIF*	O	SF	W	33	7	No	Sh	N
8 Amb. 1190.....	1933	1	B	1	M	6 3/4	10 7/8	1/8	24DS	2	O	EIF*	O	SF	W	—	—	No	Sh	N
6 Big 1220.....	1934	1	B	1	M	6 1/8	9 7/8	1/8	12AS	2	O	EIF*	O	SF	S	40	9	Sh	Sh	N
8 Adv. 1280.....	1934	1	B	1	M	6 1/8	9 7/8	1/8	24DP	2	O	EIF*	O	SF	S	41	10	Sh	Sh	N
8 Amb. 1290.....	1934	1	B	1	M	6 1/8	11 1/8	1/8	24DS	2	O	BIF*	O	SF	W	—	—	No	Sh	N
6 Adv. 3520.....	1935	1 1/2	B	1	M	6 1/8	9 7/8	1/8	24DS	2	O	EIO*	O	SF	S	40	9	Sh	Sh	N
8 Adv. 3580.....	1935	1 1/2	B	1	M	6 1/8	9 7/8	1/8	24DS	2	O	EIO*	O	SF	S	44	10	Sh	Sh	N
8 Amb. 3588.....	1935	1 1/2	B	1	M	6 1/8	9 7/8	1/8	24DS	2	O	EIO*	O	SF	S	44	10	Sh	Sh	N
Six 400.....	1935-36	1 1/2	B	1	a	5 3/8	9 1/4	.133	24DS	2	W	EI*	O	SF	S	41	10	Sh	Sh	N
6 Amb.....	1936	1 1/2	B	1	M	6 1/8	9 7/8	1/8	24DS	2	O	BIO*	O	SF	S	40	9	Sh	Sh	N
8 Super-Amb.....	1936	1 1/2	B	1	M	6 1/8	9 7/8	1/8	24DS	2	O	BIO*	O	SF	S	44	10	Sh	Sh	N
<b>OAKLAND</b>																				
Eight 101-8.....	1930	3/4	O	1	M	5 1/2	9 5/8	5/32	12SG	2	O	CI	O	SF	S	—	—	Sc	Sc	N
Eight.....	1931	1/4	O	1	M	5 1/2	9 5/8	5/32	12SG	2	O	CI	O	SF	S	—	—	Sc	Sc	N
<b>OLDSMOBILE</b>																				
Six F-30.....	1930	1 1/2	B	1	M	6 1/8	8 7/8	1/8	12AS	2	M	SS	O	SF	S	50	11	Sc	Sc	Y
Six F-31.....	1931	1 1/2	B	1	M	6 1/8	8 7/8	1/8	12AS	2	M	CI	O	SF	S	41	9	Sc	No	Y
Six F-32.....	1932	1 1/2	B	1	M	6 1/8	8 7/8	1/8	12AS	2	M	GI	O	SF	S	41	9	Sc	No	Y
Eight L-32.....	1932	1 1/2	B	1	M	6 3/4	9 7/8	1/8	12AS	2	M	GI	O	SF	S	41	9	Sc	No	Y
Six F-33.....	1933	1	B	1	M	6 1/8	9 7/8	1/8	24DP	2	O	EI	O	SF	S	41	9	Sc	Sc	Y
Eight L-33.....	1933	1	B	1	M	6 1/8	9 7/8	1/8	24DP	2	O	EI	O	SF	S	41	9	Sc	Sc	Y
Six F-34.....	1934	1	B	1	M	5 3/4	9 1/8	1/8	12AS	2	O	BI	O	SF	S	41	9	Sh	No	N
Eight L-34.....	1934	1	B	1	M	6 1/8	9 7/8	1/8	24DS	2	O	BI	O	SF	S	43	9	Sh	No	N
Six F-35.....	1935	1	B	1	W	5 3/8	9 1/8	.133	24DS	2	O	BI	O	SF	S	40	9	Sh	No	N
Eight L-35.....	1935	1	B	1	W	6 1/8	9 7/8	.133	24DS	2	O	BI	O	SF	S	40	9	Sh	No	N
Six F-36.....	1936	1	B	1	W	5 3/8	9 1/8	.132	24DS	2	O	BI	O	SF	S	41	9	Sh	No	N
Eight L-36.....	1936	1	B	1	W	6 1/8	9 7/8	.125	36DP	2	O	BI	O	SF	S	41	9	Sh	No	N
<b>PACKARD</b>																				
8 Std. 726, 733.....	1930	1	L	1	M	6 1/2	11	.137	18SG	2	O	L	O	SF	H	—	—	Sh	No	Y
8 Speed, 734.....	1930	1	L	1	M	6 1/2	11	.137	12SG	2	O	L	O	SF	H	—	—	Sh	No	Y
8 Cust. 740.....	1930	1	L	2	M	6 1/4	9 3/4	.130	12SG	4	O	L	O	SF	H	—	—	Sh	No	Y
8 Del. 745.....	1930	1	L	2	M	6 1/4	9 3/4	.130	12SG	4	O	L	O	SF	H	—	—	Sh	No	Y
8 Std. 826-833.....	1931	1	L	1	M	6 1/2	11	.137	18SG	2	O	L	O	SF	H	—	—	Sc	Sc	Y

a—Woven on 1935 and some 1936, other 1936 molded

For list of abbreviations see page 139

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# CLUTCH—TRANSMISSION—REAR AXLE

Make and Model	Year	Pedal Lash at Pedal Pad	Make of Unit	No. Driven Discs	Facing Material—Orig. Equip.	Clutch Facing—Inside Diam.	Clutch Facing—Outside Diameter	Facing—Thickness	How Drilled?	No. Facings Required	Transmission—Make	Type of Gearing	Rear Axle—Make	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
<b>PACKARD—Continued</b>																				
8 DeL. 840-845.	1931	I	L	2	M	6 1/4	9 3/4	130	12SG	4	O	L	O	SF	H	—	—	Sc	Sc	Y
8 Std. 901-902.	1932	I	L	2	W	6 1/2	11	137	19SG	2	O	LK	O	SF	H	—	—	Sc	Sc	Y
8 DeL. 903-904.	1932	I	L	2	W	6 1/4	9 3/4	130	12SG	4	O	LK	O	SF	H	—	—	Sc	Sc	Y
Eight.	1933	I	L	1	C	6 1/2	11	137	36DE	2	O	EI	O	SF	H	—	—	Sh	Sc	Y
Super Eight 1004	1933	I	L	1	C	7	12	137	36DE	2	O	EI	O	SF	H	—	—	Sh	Sc	Y
Twelve 1006	1933	I	L	1	C	7	12	137	36DE	2	O	EI	O	SF	H	—	—	Sh	Sc	Y
Eight.	1934	I	L	1	C	7	12	137	36DE	2	O	EI	O	SF	H	61	14	Sh	Sc	Y
Super Eight.	1934	I	L	1	C	7	12	137	36DE	2	O	EI	O	SF	H	61	13	Sh	Sc	Y
Twelve.	1934	I	L	1	C	7	12	137	36DE	2	O	EI	O	SF	H	75	16	Sh	Sc	Y
8-120	1935	I	L	1	C	7	10	137	36DE	2	O	EI	O	SF	H	—	—	Sh	Sc	Y
Eight.	1935	I	L	1	C	7	12	137	24SG	2	O	EI	O	SF	H	61	14	Sh	Sc	Y
Super Eight.	1935	I	L	1	C	7	12	137	36DE	2	O	EI	O	SF	H	61	13	Sh	Sc	Y
Twelve.	1935	I	L	1	C	7	12	137	36DE	2	O	EI	O	SF	H	75	16	Sh	Sc	Y
8-120B	1936	I	L	1	C	7	12	137	24SG	2	O	EI	O	SF	H	—	—	Sh	Sc	Y
Eight.	1936	I	L	1	C	7	12	137	36DE	2	O	EI	O	SF	H	—	—	Sh	Sc	Y
Super Eight.	1936	I	L	1	C	7	12	137	36DE	2	O	EI	O	SF	H	—	—	Sh	Sc	Y
Twelve.	1936	I	L	1	C	7	12	137	36DE	2	O	EI	O	SF	H	—	—	Sh	Sc	Y

## PLYMOUTH

30-U.	1930	1 1/4	R	I	M	6 1/8	8 7/8	a	5SG	8	W	G	O	SF	S	39	9	Sh	Sh	Y
PA.	1931	1 1/4	R	I	M	6 1/8	8 7/8	1 1/8	12AS	2	W	E	O	SF	S	39	9	Sh	Sh	Y
PB.	1932	1 1/2	B	I	M	6 1/8	8 7/8	1 1/8	12AS	2	W	E	O	SF	S	39	9	Sh	Sh	Y
Six PC, PD.	1933	1 1/4	B	I	W	5 3/4	9	133	12AS	2	O	D	O	SF	S	35	8	Sc	Sh	Y
Six PF, PE.	1934	1 1/8	B	I	C	5 3/4	9	133	24DS	2	O	D	O	SF	S	37	9	Sh	Sh	Y
Six	1935-36	1 1/16	B	I	M	5 5/8	9 1/4	133	24DS	2	O	BI	O	SF	S	33	8	Sh	Sh	Y

## PONTIAC

Six Big 6-30.	1930	I	O	I	M	5 1/2	8 7/8	5/16	8S	2	O	G	O	SF	S	53	12	Sc	N	Y
Six M-401.	1931	3/4	O	I	M	5 1/2	8 7/8	5/16	8S	2	O	EI	O	SF	S	41	9	Sh	No	Y
Six M-402.	1932	7/8	O	I	M	6 1/8	9 5/8	5/16	18AS	2	M	EI	O	SF	S	41	9	Sh	No	Y
Eight M-601.	1933	I	O	I	M	6 1/4	10	1 1/8	16SG	2	O	EI	O	SF	S	40	9	Sh	Sc	Y
Eight 603.	1934	I	O	I	M	6 1/4	10	1 1/8	20SG	2	O	EI	O	SF	S	41	9	Sh	Sc	Y
Six.	1935	I	O	I	M	6 1/4	9 7/8	1 1/8	20SG	2	O	EI	O	SF	S	40	9	Sh	Sc	Y
Eight.	1935	I	O	I	M	6 1/4	9 7/8	1 1/8	20SG	2	O	EI	O	SF	S	40	9	Sh	Sc	Y
Six.	1936	I	L	I	M	6 1/4	9 7/8	1 1/8	24SG	2	O	BI	O	SF	S	40	9	Sh	Sh	N
Eight.	1936	I	L	I	M	6 1/4	9 7/8	1 1/8	24SG	2	O	BI	O	SF	S	41	9	Sh	Sh	N

## REO

6-15 Mate.	1930	1 1/4	B	I	M	6 3/4	9 7/8	3/8	12AS	2	W	P	B	SF	S	—	—	Sc	No	N
Six 20 Master.	1930	1 1/4	L	I	M	5 1/2	9 3/4	9/16	18SG	2	O	P	O	SF	S	—	—	Sc	No	N
6-25 Fly. Cloud.	1930	1 1/4	L	I	M	5 1/2	9 3/4	9/16	18SG	2	O	P	O	SF	S	53	12	Sh	No	N
6-21 Fly. Cld.	1931	1 1/4	R	I	—	No Facings	Used	—	—	2	O	P	O	SF	S	53	12	Sh	No	Y
6-25 Fly. Cd.	1931	1 1/4	L	I	M	5 1/2	9 3/4	137	18SG	2	O	P	O	SF	S	53	12	Sh	No	Y
8-21 Fly. Cd.	1931	1 1/4	L	I	M	5 1/2	10	137	18SG	2	O	N	O	SF	S	53	12	Sh	No	N
8-25 Fly. Cd.	1931	1 1/4	L	I	M	5 1/2	9 3/4	137	12SG	2	O	N	O	SF	S	53	12	Sh	No	N
8-30 Fly. Cd.	1931	1 1/4	L	2	M	6 1/4	9 3/4	130	12SG	4	O	P	O	SF	S	49	13	Sh	No	Y
8-35 Royale.	1931	1 1/4	L	2	M	6 1/4	9 3/4	130	12SG	4	O	P	O	SF	S	49	13	Sh	No	Y
6-21 Fly. Cd.	1932	1 1/4	L	I	M	5 1/2	10	137	18SG	2	O	N	O	SF	S	53	13	Sh	No	N
8-21 Fly. Cd.	1932	1 1/4	L	I	M	5 1/2	10	137	18SG	2	O	N	O	SF	S	53	12	Sh	No	N
8-25 Fly. Cd.	1932	1 1/4	L	I	M	5 1/2	9 3/4	137	18SG	2	O	N	O	SF	S	53	12	Sh	No	N
8-31 Royale.	1932	1 1/4	L	2	M	6 1/4	9 3/4	130	12SG	4	O	N	O	SF	S	49	13	Sh	No	Y
8-35 Royale.	1932	1 1/4	L	2	M	6 1/4	9 3/4	130	12SG	4	O	N	O	SF	S	49	13	Sh	No	Y

(Continued on next page)

a—1 @ 1/8"; 1 @ 3/32"

For list of abbreviations see page 139



# CLUTCH—TRANSMISSION—REAR AXLE

Make and Model	Year	Pedal Lash at Pedal Pad	Make of Unit	No. Driven Discs	Facing Material—Orig. Equip.	Clutch Facing—Inside Diam.	Clutch Facing—Outside Diameter	Facing—Thickness	How Drilled?	No. Facings Required	Transmission—Make	Type of Gearing	Rear Axle—Make	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
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## REO—Continued

Six Fly. Cd.	1933-34	1 1/4	R	1	—	No Facings	Used	—	—	2	O	EIF	O	SF	S	43	10	Sh	Sh	N
8 Royale	1933	1 1/4	L	2	M	6 1/4	9 3/4	130	12SG	4	O	EIF	O	SF	S	53	12	Sh	Sh	Y
8 Royale N2	1934	1 1/4	L	2	C	6 1/4	9 3/4	130	12SG	4	O	EIF	O	SF	S	53	12	Sh	Sh	Y
6 Fly. Cd. 6A	1935	1 1/4	B	1	W	6 1/8	9 5/8	133	24DS	2	W	EI	S	SF	S	43	10	Sh	Sh	N
6 Royale 7S	1935	1 1/4	B	1	W	6 1/8	9 5/8	133	24DS	2	O	EI	S	SF	S	43	10	Sh	Sh	N
6 Fly. Cd.	1936	1 1/4	B	1	C	6 1/8	9 5/8	z	24DS	2	W	EI	S	SF	S	47	11	Sh	Sh	N

## ROCKNE

6-65	1931-2	1	B	1	M	6 1/8	8 7/8	1/8	12AS	2	O	EIF	B	SF	S	43	10	Sh	Sh	N
6-75	1932	1	L	1	M	5 1/2	9 1/4	9/64	12SG	2	O	EIF	O	SF	S	52	11	Sc	Sc	N
6-31	1932-3	1	B	1	M	5 3/4	9	1/8	12AS	2	W	EIF	B	SF	S	50	11	Sh	Sh	N

## STUDEBAKER

Six 6-53	1930	1	L	1	M	5 1/2	9 1/4	9/64	12SG	2	W	—	O	SF	S	43	9	Sc	Sc	N
Dict. 6-GL	1930	1	L	1	M	5 1/2	9 1/4	9/64	12SG	2	W	—	O	SF	S	43	9	Sc	Sc	N
Dict. 8-FC	1930	1	L	1	M	5 1/2	9 1/4	9/64	12SG	2	W	—	O	SF	S	46	9	Sc	Sc	N
Comm. 6-GJ	1930	1	L	1	M	5 1/2	9 3/4	9/64	12SG	2	W	—	O	SF	S	43	11	Sc	Sc	N
Comm. 8-FD	1930	1	L	1	M	5 1/2	9 3/4	9/64	12SG	2	W	—	O	SF	S	47	10	Sc	Sc	N
Pres. 8-FE	1930	1	L	2	M	5 3/4	8 3/4	9/64	12SG	4	O	—	O	SF	S	56	13	Sc	Sc	Y
Pres. 8-FH	1930	1	L	2	M	5 3/4	8 3/4	9/64	12SG	4	O	—	O	SF	S	56	13	Sc	Sc	Y
Six 6-54	1931	1	L	1	M	5 1/2	9 1/4	137	12SG	2	W	C	O	SF	S	52	11	Sc	Sc	N
Dict. 8-61	1931	1	L	1	M	5 1/2	9 1/4	137	12SG	2	O	CF	O	SF	S	52	11	Sc	Sc	N
Comm. 8-70	1931	1	L	1	M	5 1/2	9 3/4	137	18SG	2	O	CF	O	SF	S	52	11	Sc	Sc	N
Pres. 8-80	1931	1	L	2	M	5 3/4	8 3/4	137	12SG	4	O	CF	O	SF	S	56	13	Sc	Sc	Y
Pres. 8-90	1931	1	L	2	M	5 3/4	8 3/4	137	12SG	4	O	CF	O	SF	S	56	13	Sc	Sc	Y
Six 6-55	1932	1	L	1	M	5 1/2	9 1/4	9/64	24SG	2	O	EIF	O	SF	S	47	11	Sc	Sc	N
Dict. 8-62	1932	1	L	1	M	5 1/2	9 1/4	9/64	24SG	2	O	EIF	O	SF	S	52	11	Sc	Sc	N
Comm. 8-71	1932	1	L	1	M	5 1/2	9 3/4	9/64	18SG	2	O	EIF	O	SF	S	52	11	Sc	Sc	N
Pres. 8-91	1932	1	B	1	M	6 1/8	11 1/16	9/64	24DS	2	O	EIF	O	SF	S	56	13	Sc	Sc	Y
Six 6-56	1933	1	L	1	M	5 1/2	9 1/4	9/64	18SG	2	O	EIF	O	SF	S	48	11	Sc	Sc	N
Comm. 8-73	1933	1	L	1	M	5 1/2	9 1/4	9/64	18SG	2	O	EIF	O	SF	S	48	11	Sc	Sc	N
Pres. 8-82	1933	1	L	1	M	5 1/2	9 3/4	9/64	24SG	2	O	EIF	O	SF	S	52	11	Sc	Sc	N
Pres. 8-92	1933	1	B	1	M	6 1/8	11 1/16	9/64	24DS	2	O	EIF	O	SF	S	56	13	Sc	Sc	Y
Dict. 6-A	1934	1	B	1	M	5 3/4	9	1/8	12AS	2	W	EI	K	SF	S	50	11	Sc	Sc	N
Dict. 6-AS	1934	1	B	1	M	5 3/4	9	1/8	12AS	2	W	EIF	K	SF	S	50	11	Sc	Sc	N
Comm. 8-B	1934	1	L	1	M	5 1/2	9 1/4	9/64	18SG	2	W	EIF	S	SF	S	53	11	Sh	Sh	N
Pres. 8-C	1934	1	L	1	M	5 1/2	9 3/4	9/64	24SG	2	W	EIF	S	SF	S	57	10	Sh	Sh	N
Dict. 6-1A	1935	1	B	1	M	5 3/4	9	1/8	12AS	2	W	EI	K	SF	S	37	8	Sh	Sh	N
Dict. 6-2A	1935	1	B	1	M	5 3/4	9	1/8	12AS	2	W	EIF	K	SF	S	37	8	Sh	Sh	N
Comm. 8-1B	1935	1	L	1	M	5 1/2	9 3/4	9/64	24SG	2	W	EIF	O	SF	S	49	11	Sc	Sc	N
Pres. 8-1C	1935	1	L	1	M	5 1/2	9 3/4	9/64	24SG	2	W	EIF	O	SF	S	52	11	Sc	Sc	N
Dict. 6-3A	1936	1	B	1	C	5 5/8	9 1/4	133	24DS	2	W	BI	K	SF	S	50	10	Sh	Sh	N
Dict. 6-4A	1936	1	B	1	C	5 5/8	9 1/4	133	24DS	2	W	BI	K	SF	S	50	10	Sh	Sh	N
Pres. 8-2C	1936	1	L	1	M	6	10	137	24SG	2	W	BI	S	SF	S	50	10	Sh	Sh	N

## TERRAPLANE

Six	1934	1	O	1	C	5 1/2	9	.203	—	—	O	E	O	SF	S	37	9	Sh	Sh	N
Six	1935	1 1/2	O	1	C	5 3/8	8 3/8	13 3/64	—	—	O	E	O	SF	S	37	9	Sh	Sh	N
Six	1936	1 1/2	O	1	C	5 3/8	8 3/8	13 3/64	—	—	O	E	O	SF	S	37	9	Sh	Sh	N

(Continued on page 139)

z—Woven .133", Molded 1/8"

For list of abbreviations see page 139



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- MONTREAL:** United Auto Parts  
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East Ltd., 3880 St. Catherine Street E.
- MONTREAL:** United Auto Parts Up-  
town Ltd., 1194 Stanley Street

- QUEBEC:** Cantin & Fils, Engr.

- QUEBEC:** United Auto Parts of Quebec  
Ltd., 333 Blvd. Charest

- RIVIERE DU LOUP:** W. H. Martinette  
Ltée.

- ST. HYACINTHE:** St. Hyacinthe Auto  
Parts Ltd.

- ST. JOHNS:** United Auto Parts Ltd.

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Bendix-Eclipse of Canada Ltd.  
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# CLUTCH—TRANSMISSION—REAR AXLE

Make and Model	Year	Pedal Lash at Pedal Pad	Make of Unit	No. Driven Discs	Facing Material—Orig. Equip.	Clutch Facing—Inside Diam.	Clutch Facing—Outside Diameter	Facing—Thickness	How Drilled?	No. Facings Required	Transmission—Make	Type of Gearing	Rear Axle—Make	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
WILLYS																				
(Continued from page 132)																				
6-97, 98B, 98D	1930-1	1	B	1	M	6 1/8	8 7/8	1/8	12AS	2	O	G	O	SF	S	46	10	Sc	Sc	N
8-80, 8-80D	1930-1	1	B	1	M	6 1/8	9 7/8	1/8	24DP	2	O	G	O	SF	S	44	10	Sc	Sc	N
Six 6-90	1932	1	B	1	M		Segments		5SG	4	O	G	O	SF	S	46	10	Sc	Sc	N
Eight 8-88	1932	1	B	1	M	6 1/8	9 7/8	1/8	24DP	2	O	G	O	SF	S	44	10	Sc	Sc	N
Four 77	1933	1	O	1	M	5 1/8	7 7/8	1/8	12AS	2	O	G	O	SF	S	43	10	Sh	Sh	N
Four 77	1935	3/4	B	1	M	5 1/8	7 7/8	1/8	12AS	2	O	G	O	SF	S	43	10	Sh	Sh	N
Four 77	1936	3/4	B	1	M	5 1/8	7 7/8	1/4	12AS	2	O	G	O	SF	S	43	10	Sh	Sh	N

## WILLYS KNIGHT

Six 70B	1930	1	R	1	M	Segments	5SG	8	O	C	O	SF	S	44	9	Sc	Sc	N
Six 66B	1930	1	R	1	M	6 1/8	24DP	2	O	C	O	SF	S	—	—	Sc	Sc	N
Six 95	1931	1	R	1	M	Segments	12AS	2	O	C	O	SF	S	44	9	Sc	Sc	N
Six 66D	1931	1	R	1	M	Segments	5SG	4	O	C	O	SF	S	46	11	Sc	Sc	N
Six 95	1932	1	R	1	M	Segments	5SG	8	O	C	O	SF	S	44	9	Sc	Sc	N
Six 66D	1932	1	R	1	M	Segments	5SG	8	O	C	O	SF	S	46	11	Sc	Sc	N

## ABBREVIATIONS

B—Bork & Beck		I—Illinois		MAKE OF CLUTCH:		L—Long		O—Own		R—Rockford	
CLUTCH FACING MATERIAL:											
C—Woven and molded		F—Compressed fabric		M—Molded		W—Woven					
CLUTCH FACING—HOW DRILLED:											
AS—Alternate straight		DE—Double even		DP—Double even, alternate pairs		SG—Staggered					
DS—Double even, alternate straight		S—Straight									
MAKE OF REAR AXLE:											
A—Adams		B—Salisbury		C—Clark		K—McKinnon					
N—New Process		O—Own		S—Spicer							
REAR AXLE TYPE:											
3/4F—Three-quarters floating		FF—Full floating		SF—Semi-floating							
REAR AXLE GEARING:											
H—Hypoid		S—Spiral Bevel									
PINION AND PINION BEARING ADJUSTMENT:											
Sc—Screw		Sh—shim									
TRANSMISSION MAKE:											
D—Detroit		M—Muncie		N—New Process		O—Own		W—Warner			
TRANSMISSION—TYPE OF GEARING:											
B—Constant mesh helical gears on all speeds		C—Helical gears on 2nd		D—Constant mesh helical gears on forward speeds							
F—Constant mesh helical gears on 3rd		F—Free-wheeling		E—Constant mesh helical gears on 2nd							
I—Synchronous meshing of 2nd and 3rd gears		J—Helical gears on 3rd		G—Constant mesh spur gears on 2nd							
K—Synchronous meshing of 3rd and 4th gears		L—Constant mesh spur gears on 3rd		N—Constant mesh herringbone gears on 2nd							
O—Overdrive		P—Herringbone gears on 2nd		SS—Selective sliding gears							
*—Optional at extra cost											



# CHRYSLER MOTORS COOLING SYSTEM REPLACEMENTS

When you buy a Chrysler Motors Radiator Core you buy it complete with tank and fittings.

You save labour, time and expense. Your customer gets a satisfactory job and the complete assembly from Chrysler costs little more than the core alone elsewhere.

## CHRYSLER HOSE CONNECTIONS

Chrysler engines require a hose connection that is extra flexible. Don't take chances with substitutes. Get *Genuine* Chrysler Motors Hose Connections and be sure of a satisfied customer.

## CHRYSLER MOTORS FAN BELTS

These are not "compromise" belts—built to fit a number of engines. Each type of engine has a belt specially designed to meet requirements. See that you get a *Genuine* Chrysler Motors Belt made for the engine it is to be used on.

*Sold by all Chrysler and Dodge Dealers.*

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CHRYSLER MOTORS PARTS BUYERS GUIDE.  
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genuine Chrysler Motors parts

**CHRYSLER CORPORATION OF CANADA LIMITED**

**WINDSOR**

*(Parts Division)*

**ONTARIO**



# COOLING — FUEL — LUBRICATION

Make and Model	Year	Carburetor—Make	Cooling System Capacity, Imp. Qts.	Lower Radiator Hose—Diameter and Length	Upper Radiator Hose—Diameter and Length	Fan Belt Type and Size	Crankcase Capac.—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
<b>AUBURN</b>															
6-85	'30	H	16 $\frac{3}{8}$	1 $\frac{1}{2}$ x 5 $\frac{1}{4}$	1 $\frac{1}{2}$ x 9	V-45 $\frac{13}{16}$ x $\frac{3}{4}$	5	40	20	2 $\frac{1}{2}$	160	90	—	160	90
8-91	'30	H	16 $\frac{3}{8}$	1 $\frac{1}{2}$ x 15 $\frac{1}{4}$	1 $\frac{1}{2}$ x 6	V-45 $\frac{13}{16}$ x $\frac{3}{4}$	6	40	20	2 $\frac{1}{2}$	160	90	—	160	90
8-98	'31	H	17 $\frac{1}{2}$	1 $\frac{1}{2}$ x 11	1 $\frac{1}{2}$ x 9	V-46 x $\frac{3}{4}$	6 $\frac{1}{2}$	40	20	3 $\frac{1}{2}$	160	90	—	160	90
8-100	'32	S	16 $\frac{3}{8}$	1 $\frac{1}{2}$ x 11	1 $\frac{1}{2}$ x 9	V-46 x $\frac{3}{4}$	6 $\frac{1}{2}$	40	20	2 $\frac{1}{2}$	160	90	—	160	90
12-160	'32	S	30	1 $\frac{3}{4}$ x 4 $\frac{1}{4}$	2 x 3 $\frac{1}{2}$	V-49 $\frac{1}{4}$ x $\frac{7}{8}$	7 $\frac{1}{2}$	40	20	3 $\frac{1}{2}$	160	90	5 $\frac{3}{4}$	EP160	EP90
8-101	'33	S	16 $\frac{3}{8}$	1 $\frac{1}{2}$ x 11	4 $\frac{1}{2}$ x 9	V-46 x $\frac{3}{4}$	6 $\frac{1}{2}$	40	20	2 $\frac{1}{2}$	FW90	FW90	3 $\frac{1}{4}$	EP110	EP90
8-105	'33	S	16 $\frac{3}{8}$	1 $\frac{1}{2}$ x 11	4 $\frac{1}{2}$ x 9	V-46 x $\frac{3}{4}$	6 $\frac{1}{2}$	40	20	2 $\frac{1}{2}$	160	90	5	EP110	EP90
12-161	'33	S	30	1 $\frac{3}{4}$ x 4 $\frac{1}{4}$	2 x 3 $\frac{1}{2}$	V-49 $\frac{1}{4}$ x $\frac{7}{8}$	7 $\frac{1}{2}$	40	20	5	160	90	3 $\frac{1}{4}$	EP110	EP90
12-165	'33	S	30	1 $\frac{3}{4}$ x 4 $\frac{1}{4}$	2 x 3 $\frac{1}{2}$	V-49 $\frac{1}{4}$ x $\frac{7}{8}$	7 $\frac{1}{2}$	40	20	5	160	90	3 $\frac{1}{4}$	EP110	EP90
6-52	'34	C	13 $\frac{1}{8}$	1 $\frac{1}{2}$ x 11 $\frac{3}{4}$	1 $\frac{1}{2}$ x 7 $\frac{1}{2}$	V-46 x $\frac{3}{4}$	5	40	20	2 $\frac{1}{2}$	160	90	3 $\frac{1}{4}$	EP110	EP90
8-50	'34	S	16 $\frac{3}{8}$	1 $\frac{1}{2}$ x 11 $\frac{3}{4}$	1 $\frac{1}{2}$ x 7 $\frac{1}{2}$	V-46 x $\frac{3}{4}$	6 $\frac{1}{2}$	40	20	2 $\frac{1}{2}$	160	90	3 $\frac{1}{4}$	EP110	EP90
12-165	'34	S	31	1 $\frac{3}{4}$ x 4 $\frac{1}{2}$	2 x 3 $\frac{1}{2}$	V-49 $\frac{1}{4}$ x $\frac{7}{8}$	7 $\frac{1}{2}$	40	20	5	160	90	3 $\frac{1}{4}$	EP110	EP90
6-53	'35	a	13 $\frac{1}{8}$	1 $\frac{1}{2}$ x 11 $\frac{3}{4}$	1 $\frac{1}{2}$ x 7 $\frac{1}{2}$	V-46 x $\frac{3}{4}$	5	40	20W	2 $\frac{1}{2}$	160	90	3 $\frac{1}{4}$	EP110	EP90
8-51	'35	S	16 $\frac{3}{8}$	1 $\frac{1}{2}$ x 11 $\frac{3}{4}$	1 $\frac{1}{2}$ x 7 $\frac{1}{2}$	V-46 x $\frac{3}{4}$	6 $\frac{1}{2}$	40	20W	2 $\frac{1}{2}$	160	90	3 $\frac{1}{4}$	EP110	EP90
8-51 SC	'35	S	16 $\frac{3}{8}$	1 $\frac{1}{2}$ x 11 $\frac{3}{4}$	1 $\frac{1}{2}$ x 7 $\frac{1}{2}$	V-46 x $\frac{3}{4}$	6 $\frac{1}{2}$	40	20W	2 $\frac{1}{2}$	160	90	3 $\frac{1}{4}$	EP110	EP90
6-54	'36	S	13 $\frac{1}{8}$	1 $\frac{1}{2}$ x 7 $\frac{1}{2}$	1 $\frac{1}{2}$ x 11 $\frac{3}{4}$	V-46 x $\frac{3}{4}$	5	30	20W	2 $\frac{1}{2}$	160	90	3 $\frac{1}{4}$	EP110	EP90
8-52	'36	S	16 $\frac{3}{8}$	1 $\frac{1}{2}$ x 7 $\frac{1}{2}$	1 $\frac{1}{2}$ x 11 $\frac{3}{4}$	V-46 x $\frac{3}{4}$	6 $\frac{1}{2}$	30	20W	2 $\frac{1}{2}$	160	90	3 $\frac{1}{4}$	EP110	EP90
8-52 SC	'36	S	16 $\frac{3}{8}$	1 $\frac{1}{2}$ x 7 $\frac{1}{2}$	1 $\frac{1}{2}$ x 11 $\frac{3}{4}$	V-46 x $\frac{3}{4}$	6 $\frac{1}{2}$	30	20W	2 $\frac{1}{2}$	160	90	3 $\frac{1}{4}$	EP110	EP90
<b>CADILLAC</b>															
V- 8 353	'30	O	21 $\frac{3}{4}$	1 $\frac{7}{8}$ x 11	1 $\frac{1}{4}$ x 12 $\frac{3}{8}$	V-38 $\frac{13}{16}$ x $\frac{7}{8}$	6 $\frac{3}{4}$	40	10	5	160	90	2 $\frac{1}{2}$	160	90
V-16 452	'30	O	23 $\frac{1}{4}$	1 $\frac{3}{4}$ x 3 $\frac{1}{2}$	1 $\frac{1}{4}$ x 8 $\frac{3}{4}$	V-42 $\frac{1}{4}$ x $\frac{7}{8}$	8 $\frac{1}{4}$	40	10	5	160	90	2 $\frac{1}{2}$	160	90
V- 8 355	'31	O	21 $\frac{3}{4}$	1 $\frac{7}{8}$ x 10 $\frac{3}{8}$	1 $\frac{1}{4}$ x 10 $\frac{1}{4}$	V-38 $\frac{13}{16}$ x $\frac{7}{8}$	6 $\frac{3}{4}$	40	10	5	160	90	5	160	90
V-12 370	'31	O	20	1 $\frac{3}{4}$ x 3 $\frac{1}{2}$	1 $\frac{1}{4}$ x 7 $\frac{1}{4}$	V-42 $\frac{1}{4}$ x $\frac{7}{8}$	7 $\frac{1}{2}$	40	10	5	160	90	5	160	90
V-16 452	'31	O	23 $\frac{1}{4}$	1 $\frac{3}{4}$ x 3 $\frac{1}{2}$	1 $\frac{1}{4}$ x 8 $\frac{3}{4}$	V-42 $\frac{1}{4}$ x $\frac{7}{8}$	8 $\frac{1}{4}$	40	10	5	160	90	5	160	90
V- 8 355B	'32	O	21 $\frac{3}{4}$	1 $\frac{7}{8}$ x 10 $\frac{3}{8}$	1 $\frac{1}{4}$ x 13 $\frac{1}{4}$	V-35 $\frac{13}{16}$ x $\frac{7}{8}$	6 $\frac{3}{4}$	40	10	4 $\frac{1}{2}$	160	90	5	160	90
V-12 370B	'32	D	20	1 $\frac{3}{4}$ x 4	1 $\frac{1}{4}$ x 7 $\frac{1}{4}$	V-42 $\frac{1}{4}$ x $\frac{7}{8}$	7 $\frac{1}{2}$	40	10	4 $\frac{1}{2}$	160	90	5	160	90
V-16 452B	'32	D	23 $\frac{1}{4}$	1 $\frac{3}{4}$ x 4	1 $\frac{1}{4}$ x 7 $\frac{1}{4}$	V-42 $\frac{1}{4}$ x $\frac{7}{8}$	8 $\frac{1}{4}$	40	10	4 $\frac{1}{2}$	160	90	5	160	90
V- 8 355C	'33	O	22	1 $\frac{7}{8}$ x 10 $\frac{3}{8}$	1 $\frac{1}{4}$ x 13 $\frac{1}{4}$	V-35 $\frac{13}{16}$ x $\frac{7}{8}$	6 $\frac{3}{4}$	30	20W	4 $\frac{1}{2}$	160	80	5	160	90
V-12 370C	'33	D	20	1 $\frac{3}{4}$ x 4	1 $\frac{1}{4}$ x 7 $\frac{1}{4}$	V-42 $\frac{1}{4}$ x $\frac{7}{8}$	7 $\frac{1}{2}$	30	20W	4 $\frac{1}{2}$	160	80	5	160	90
V-16 452C	'33	D	24	1 $\frac{3}{4}$ x 4	1 $\frac{1}{4}$ x 7 $\frac{1}{4}$	V-42 $\frac{1}{4}$ x $\frac{7}{8}$	8 $\frac{1}{4}$	30	20W	4 $\frac{1}{2}$	160	80	5	160	90
V- 8 355D	'34	D	16	1 $\frac{3}{4}$ x 8 $\frac{5}{8}$	1 $\frac{1}{4}$ x 10 $\frac{1}{4}$	V-36 $\frac{1}{2}$ x $\frac{7}{8}$	6 $\frac{3}{4}$	30	20W	4 $\frac{1}{2}$	160	80	5	160	80
V-12 370D	'34	D	15	1 $\frac{3}{4}$ x 4	1 $\frac{1}{4}$ x 7 $\frac{5}{8}$	V-38 x $\frac{7}{8}$	7 $\frac{1}{2}$	30	20W	4 $\frac{1}{2}$	160	80	5	160	80
V-16 452D	'34	D	19 $\frac{1}{4}$	1 $\frac{3}{4}$ x 4	1 $\frac{1}{4}$ x 9 $\frac{1}{8}$	V-35 $\frac{13}{16}$ x $\frac{7}{8}$	8 $\frac{1}{4}$	30	20W	4 $\frac{1}{2}$	160	80	5	160	80
V- 8 355E	'35	D	17	1 $\frac{3}{4}$ x 8 $\frac{5}{8}$	1 $\frac{1}{4}$ x 12	V-36 $\frac{1}{2}$ x $\frac{7}{8}$	6 $\frac{3}{4}$	30	20W	4 $\frac{1}{2}$	106	90	5	160	80
V-12 370E	'35	D	15	1 $\frac{3}{4}$ x 4	1 $\frac{1}{4}$ x 7 $\frac{3}{4}$	V-38 x $\frac{7}{8}$	7 $\frac{1}{2}$	30	20W	4 $\frac{1}{2}$	160	90	5	160	80
V-16 452E	'35	D	23	1 $\frac{3}{4}$ x 4	1 $\frac{1}{4}$ x 9 $\frac{1}{4}$	V-35 $\frac{13}{16}$ x $\frac{7}{8}$	8 $\frac{1}{4}$	30	20W	4 $\frac{1}{2}$	160	90	5	160	80
V- 8 60	'36	S	25	2 x 6	1 $\frac{1}{4}$ x 11 $\frac{1}{2}$	V-50 $\frac{1}{2}$ x 1	6	30	20W	2	EP110	EP90	4 $\frac{1}{2}$	EP110	EP80
V- 8 70-75	'36	S	24	2 x 6	1 $\frac{1}{4}$ x 11 $\frac{1}{2}$	V-50 $\frac{1}{2}$ x 1	6	30	20W	4	EP110	EP90	4 $\frac{1}{2}$	EP110	EP80
V-12 80-85	'36	D	16	1 $\frac{3}{4}$ x 4	1 $\frac{1}{4}$ x 7 $\frac{5}{8}$	V-44 $\frac{1}{4}$ x $\frac{7}{8}$	7 $\frac{1}{2}$	30	20W	4	EP110	EP90	4	EP110	EP80
V-16	'36	D	20	1 $\frac{3}{4}$ x 4	1 $\frac{1}{4}$ x 9 $\frac{1}{4}$	V-44 $\frac{1}{4}$ x $\frac{7}{8}$	8 $\frac{1}{2}$	30	20W	4	EP110	EP90	5	EP110	EP80
<b>CHEVROLET</b>															
6 AD Univ.	'30	C	8 $\frac{1}{4}$	1 $\frac{1}{4}$ x 5 $\frac{1}{8}$	1 $\frac{1}{4}$ x 10 $\frac{3}{8}$	V-36 $\frac{1}{2}$ x $\frac{21}{32}$	4 $\frac{1}{4}$	30	10	1 $\frac{3}{4}$	160	90	4 $\frac{3}{4}$	160	90
Six	'31-2	C	10	1 $\frac{1}{4}$ x 4 $\frac{1}{4}$	1 $\frac{1}{4}$ x 9 $\frac{3}{8}$	V-37 $\frac{1}{8}$ x $\frac{21}{32}$	4 $\frac{1}{4}$	30	10	1 $\frac{3}{4}$	160	90	3 $\frac{3}{8}$	160	90
6 Stand.	'33	C	8	1 $\frac{1}{4}$ x 9 $\frac{3}{16}$	1 $\frac{1}{4}$ x 10 $\frac{3}{4}$	V-43 $\frac{1}{2}$ x $\frac{21}{32}$	4	30	10W	1 $\frac{1}{4}$	160	90	3	160	90
6 Master	'33	C	9	1 $\frac{1}{4}$ x 7	1 $\frac{1}{4}$ x 9 $\frac{3}{8}$	V-39 $\frac{1}{16}$ x $\frac{21}{32}$	4 $\frac{1}{4}$	30	10W	2	160	90	3 $\frac{1}{2}$	160	90
6 Stand.	'34	C	8	1 $\frac{1}{4}$ x 9 $\frac{3}{16}$	1 $\frac{1}{4}$ x 10 $\frac{3}{4}$	V-43 $\frac{1}{2}$ x $\frac{21}{32}$	4	30	10W	1 $\frac{1}{2}$	160	90	3 $\frac{1}{4}$	160	90
6 Mast.	'34	C	9	1 $\frac{1}{4}$ x 7	1 $\frac{1}{4}$ x 9 $\frac{3}{8}$	V-39 $\frac{1}{16}$ x $\frac{21}{32}$	4	30	10W	2 $\frac{1}{2}$	160	90	4 $\frac{1}{2}$	160	90
6 Stand.	'35	C	8	1 $\frac{1}{2}$ x 8 $\frac{1}{2}$	1 $\frac{1}{4}$ x 6 $\frac{1}{2}$	V-39 $\frac{3}{4}$ x $\frac{21}{32}$	4 $\frac{1}{2}$	30	10W	1 $\frac{1}{2}$	160	90	2	160	80
6 Master	'35	C	9	1 $\frac{1}{2}$ x 8 $\frac{1}{2}$	1 $\frac{1}{4}$ x 7 $\frac{3}{4}$	V-39 $\frac{3}{4}$ x $\frac{21}{32}$	4 $\frac{1}{2}$	30	10W	2 $\frac{1}{2}$	160	90	3 $\frac{3}{4}$	160	80
6 Stand.	'36	C	12 $\frac{1}{2}$	1 $\frac{1}{2}$ x 8 $\frac{1}{2}$	1 $\frac{1}{4}$ x 7 $\frac{15}{16}$	V-39 $\frac{3}{4}$ x $\frac{21}{32}$	4 $\frac{1}{2}$	30	10W	1 $\frac{1}{4}$	160	90	2 $\frac{1}{2}$	160	80
6 Master	'36	C	12 $\frac{1}{2}$	1 $\frac{1}{2}$ x 8 $\frac{1}{2}$	1 $\frac{1}{4}$ x 7 $\frac{15}{16}$	V-39 $\frac{3}{4}$ x $\frac{21}{32}$	4 $\frac{1}{2}$	30	10W	2	160	90	4	160	80

a—First Series Carter, Second Series Stromberg  
O—Own

C—Carter  
S—Stromberg

D—Detroit

H—Schebler



## DECIMAL EQUIVALENTS

1/64— .015625	23/64— .359375	43/64— .671875
1/32— .03125	3/8— .375	11/16— .6875
3/64— .046875	25/64— .390625	45/64— .703125
1/16— .0625	13/32— .40625	23/32— .71875
5/64— .078125	27/64— .421875	47/64— .734375
3/32— .09375	7/16— .4375	3/4— .75
7/64— .109375	29/64— .453125	49/64— .765625
1/8— .125	15/32— .46875	25/32— .78125
9/64— .140625	31/64— .484375	51/64— .796875
5/32— .15625	1/2— .5	13/16— .8125
11/64— .171875	33/64— .515625	53/64— .828125
3/16— .1875	17/32— .53125	27/32— .84375
13/64— .203125	35/64— .546875	55/64— .859375
7/32— .21875	9/16— .5625	7/8— .875
15/64— .234375	37/64— .578125	57/64— .890625
1/4— .25	19/32— .59375	29/32— .90625
17/64— .265625	39/64— .609375	59/64— .921875
9/32— .28125	5/8— .625	15/16— .9375
19/64— .296875	41/64— .640625	61/64— .953125
5/16— .3125	21/32— .65625	31/32— .96875
21/64— .328125		63/64— .984375
11/32— .34375		1— 1.



- GM RADIATOR CORES
- MOTORCO RADIATOR HOSE
- MOTORCO FAN BELTS
- MOTORCO RADOIL
- MOTORCO RADIATOR CLEANER (PH 7)
- THERMOSTATS—  
Regular and High Opening
- MOTORCO RADIATOR FLUSH
- RADIATOR CAPS  
AND ORNAMENTS
- RADIATOR HOSE CLAMPS
- GM ANTI-FREEZE
- MOTORCO ANTI-FREEZE

# GENERAL MOTORS

*Products of Canada Limited*

Parts Depots Located at: Vancouver Calgary Regina Winnipeg Oshawa Montreal Moncton



# COOLING — FUEL — LUBRICATION

Make and Model	Year	Carburetor—Make	Cooling System—Capacity, Imp. Qts.	Lower Radiator Hose—Diameter and Length	Upper Radiator Hose—Diameter and Length	Fan Belt Type and Size	Crankcase Capac.—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
<b>CHRYSLER</b>															
6-66.....	'30	S	12	1 1/4 x 2 3/4	1 1/2 x 9 1/2	V-38 <sup>45</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	30	10	2	30	20W	2 3/4	160	90
6-70.....	'30	S	14	1 1/4 x 2 3/4	1 1/2 x 8 5/8	V-38 <sup>45</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	30	10	4	30	20W	4 1/2	160	90
6-77.....	'30	S	17	1 1/2 x 3	1 1/2 x 7 5/8	V-41 <sup>15</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	30	10	4	30	20W	4 1/2	160	90
6 Imp. 80.....	'30	17/2	17	1 1/2 x 5 1/2	1 1/2 x 6 1/2	V-38 <sup>45</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	6 3/8	30	10	5	30	20W	6 3/8	160	90
6 CJ.....	'30	C	10	1 1/4 x 3	1 1/4 x 10 3/4	V-37 <sup>45</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	30	10	1 1/4	30	20W	2 3/4	160	90
6 CD.....	'30	13/4	13/4	1 1/4 x 2 3/4	1 1/2 x 8 3/4	V-42 <sup>45</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	30	10	—	30	20W	3 3/8	160	90
6 CG.....	'30-1	S	21 3/4	1 1/2 x 2 5/8	1 1/2 x 8 1/2	V-43 <sup>15</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	7	30	10	4 1/4	30	20W	6 3/8	160	90
6 CM.....	'31	C	13/4	1 1/4 x 2 5/8	1 1/2 x 9 1/2	V-39 <sup>45</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	30	10	1 1/4	30	20W	2 3/4	160	90
6 CD.....	'31	13/4	13/4	1 1/2 x 3	1 1/2 x 8 3/4	V-42 <sup>45</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	30	10	—	30	20W	3 3/8	160	90
6 CI.....	'32	B	13/4	1 1/2 x 3 1/4	1 1/2 x 10	V-39 <sup>45</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	30	10	2 3/4	30	20W	2 1/2	160	90
6 CP.....	'32	16	16	1 1/2 x 3 1/2	1 1/2 x 8 1/2	V-44 <sup>45</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	30	10	2 3/4	30	20W	3 3/8	160	90
8 Imp. CH.....	'32	20	20	1 1/2 x 3 1/2	1 1/2 x 8	V-48 <sup>15</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	7	30	10	4 1/4	30	20W	6 3/8	160	90
6 CO.....	'33	13/4	13/4	1 1/2 x 3 1/4	1 1/2 x 10 1/2	V-39 <sup>45</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	40	10W	3 3/8	30	20W	2 3/4	160	90
6 CT, CO.....	'33	16 1/4	16 1/4	1 1/2 x 4	1 1/2 x 10	V-46 <sup>45</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	30	10W	3 3/8	30	20W	3 1/2	160	90
6 CA, CY.....	'34	B	17	1 3/4 x 5	1 3/4 x 6 3/4	V-46 <sup>45</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	30	10W	2 3/4	30	20W	3 1/2	160	90
6 CU.....	'34	18	18	1 3/4 x 5	1 3/4 x 8 1/4	V-46 <sup>45</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	30	10W	2 3/4	30	20W	3 1/2	160	90
6 Cv.....	'34	14	14	1 3/4 x 5	1 3/4 x 8 1/4	V-46 <sup>45</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	30	10W	2 3/4	30	20W	3 1/2	160	90
6 C6.....	'35	14	14	1 3/4 x 3 1/4	1 3/4 x 7	V-48 <sup>15</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	30	10W	2	30	20W	2 3/4	160	80
6 Cz.....	'35	16	16	1 3/4 x 3 1/2	1 3/4 x 7	V-48 <sup>15</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	30	10W	2	30	20W	3 1/2	EP90	EP80
8 Airflow.....	'35	B	16	1 3/4 x 3 1/2	1 3/4 x 7 1/4	V-46 <sup>45</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	30	10W	5	30	20W	3 1/2	EP90	EP80
6 CT.....	'36	B	16	1 3/4 x (a)	1 3/4 x 7	V-48 <sup>15</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	30	10W	2	30	20W	3 1/2	EP90	EP80
6 C8.....	'36	S	18 1/2	1 3/4 x (a)	1 3/4 x 5 3/4	V-48 <sup>15</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	30	10W	2	30	20W	2 3/4	EP90	EP80
8 Airflow.....	'36	S	14	1 3/4 x (b)	1 3/4 x 6 1/2	V-46 <sup>45</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	30	10W	5	30	20W	3 1/2	160	80
<b>DE SOTO</b>															
6 CK.....	'30	S	9	1 1/4 x 2 3/4	2 1/4 x 10 3/4	V-36 <sup>45</sup> <sub>64</sub> x <sup>21</sup> <sub>32</sub>	5	30	10	—	30	20W	2 3/4	160	90
8 CF.....	'30	S	11	1 1/4 x 4	1 1/4 x 10 3/4	V-38 <sup>45</sup> <sub>64</sub> x <sup>21</sup> <sub>32</sub>	5	30	10	—	30	20W	3 3/8	160	90
6 SA.....	'31	C	13	1 1/4 x 2 3/4	1 1/2 x 5 1/2	V-36 <sup>45</sup> <sub>64</sub> x <sup>21</sup> <sub>32</sub>	5	30	10	2	30	20W	2 3/4	160	90
8 CF.....	'31	S	14	1 1/4 x 2 3/4	1 1/2 x 6 1/2	V-38 <sup>45</sup> <sub>64</sub> x <sup>21</sup> <sub>32</sub>	5	30	10	2	30	20W	2	160	90
6 SC.....	'32	B	12	1 1/2 x 3 1/2	1 1/2 x 6 3/4	V-39 <sup>45</sup> <sub>64</sub> x <sup>11</sup> <sub>16</sub>	5	30	10	2 3/4	30	20W	2 3/4	160	80
6 SD.....	'33	B	13	1 1/2 x 3 1/2	1 1/2 x 7 1/4	V-39 <sup>45</sup> <sub>64</sub> x <sup>11</sup> <sub>16</sub>	5	40	10W	2 3/4	30	20W	2 3/4	160	80
6 SE.....	'34	B	16	1 3/4 x 5	1 3/4 x 3 1/2	V-39 <sup>45</sup> <sub>64</sub> x <sup>11</sup> <sub>16</sub>	5	30	10W	2 1/4	30	20W	2 3/4	160	80
6 SF.....	'35	B	14	1 3/4 x 5	1 3/4 x 7	V-48 <sup>15</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	30	10W	2	30	20W	2 3/4	160	80
6 SG Airflow.....	'35	B	14	1 3/4 x 5	1 3/4 x 5 3/4	V-48 <sup>15</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	30	10W	2	30	20W	2 3/4	EP90	EP80
6 Cust. S1.....	'36	B	12	1 3/4 x 5	1 3/4 x 7	V-48 <sup>15</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	30	10W	2	30	20W	2 3/4	EP90	EP80
6 S2 Airflow.....	'36	B	12	1 3/4 x 3 1/4	1 3/4 x 7	V-48 <sup>15</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	30	10W	3 1/2	30	20W	2 3/4	EP90	EP80
<b>DODGE</b>															
6 DD.....	'30	C	10	1 1/4 x 3	1 1/4 x 11	V-36 <sup>45</sup> <sub>64</sub> x <sup>21</sup> <sub>32</sub>	5	30	10	—	30	20W	3 3/8	160	90
8 DC.....	'30	S	12	1 1/4 x 4	1 1/4 x 10 1/2	V-38 <sup>45</sup> <sub>64</sub> x <sup>21</sup> <sub>32</sub>	5	30	10	—	30	20W	3 3/8	160	90
6 DH.....	'31	C	12	1 1/2 x 4	1 1/2 x 9	V-37 <sup>45</sup> <sub>64</sub> x <sup>21</sup> <sub>32</sub>	5	30	10	2	30	20W	3 1/2	160	90
8 DG.....	'31	S	12	1 1/2 x 4	1 1/2 x 3 1/2	V-42 <sup>45</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	6	30	10	2	30	20W	3 1/2	160	90
6 DL.....	'32	C	12	1 1/2 x 4	1 1/2 x 8	V-37 <sup>45</sup> <sub>64</sub> x <sup>21</sup> <sub>32</sub>	5	30	10	2 3/4	30	20W	3 1/2	160	90
8 DK.....	'32	S	15	1 1/2 x 3 1/2	1 1/2 x 7 1/4	V-46 <sup>45</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	30	10	2 3/4	30	20W	3 1/2	160	90
6 DP, DQ.....	'33	S	12	1 1/2 x 5	1 1/2 x 8 3/4	V-48 <sup>15</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	4 1/4	40	10W	2 3/4	30	20W	2 3/4	160	90
8 DO.....	'33	B	15	1 1/2 x 4	1 1/2 x 8	V-46 <sup>45</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	5	40	10W	2 3/4	30	20W	3 1/2	160	90
6 DR, DT.....	'34	S	15	1 1/2 x 5 3/4	1 3/4 x 7	V-48 <sup>15</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	4 1/4	30	10W	2 1/4	30	20W	2 3/4	160	90
8 Big DS.....	'34	S	15	1 1/2 x 5 3/4	1 3/4 x 7	V-48 <sup>15</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	4 1/4	30	10W	2 1/4	30	20W	2 3/4	160	90
6 DU.....	'35	S	14	1 1/2 x 5 3/4	1 3/4 x 7	V-48 <sup>15</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	4 1/4	30	10W	2	30	20W	2 1/4	160	90
6 DV.....	'35	B	12 1/2	1 1/2 x 5 1/2	1 3/4 x 7	V-48 <sup>15</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	4 1/4	30	10W	2	30	20W	2 3/4	160	90
6 D2.....	'36	S	13	1 1/2 x 9	1 3/4 x 7	V-48 <sup>15</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	4 1/4	30	10W	2	30	20W	2 3/4	160	90
6 D3, D4.....	'36	S	13	1 1/2 x 3 1/4	1 3/4 x 7	V-48 <sup>15</sup> <sub>64</sub> x <sup>25</sup> <sub>32</sub>	4 1/4	30	10W	1 3/8	30	20W	2 3/4	160	90

(a)—Two pieces, 1 3/4 x 3, 1 3/4 x 5 3/4

C—Carter

(b)—Two pieces 1 3/4 x 3, 1 3/4 x 6 1/2

S—Stromberg

B—B & B



# COOLING — FUEL — LUBRICATION

Make and Model	Year	Carburetor—Make	Cooling System—Capacity, Imp. Qts.	Lower Radiator Hose—Diameter and Length	Upper Radiator Hose—Diameter and Length	Fan Belt Type and Size	Crankcase Capac.—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
<b>DURANT</b>															
6-11.....	'30	T	11 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub> x 2 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub> x 8 <sup>3</sup> / <sub>4</sub>	V-43 <sup>3</sup> / <sub>8</sub> x <sup>3</sup> / <sub>4</sub>	5	30	10	1 <sup>3</sup> / <sub>4</sub>	110	80	1	160	80
6-14.....	'30	T	11 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub> x 2 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub> x 8 <sup>3</sup> / <sub>4</sub>	V-43 <sup>3</sup> / <sub>8</sub> x <sup>3</sup> / <sub>4</sub>	5	30	10	1 <sup>3</sup> / <sub>4</sub>	110	80	1	160	80
6-17.....	'31	T	11 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub> x 4 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub> x 7 <sup>3</sup> / <sub>4</sub>	V-43 <sup>3</sup> / <sub>8</sub> x <sup>3</sup> / <sub>4</sub>	5	30	10	1 <sup>3</sup> / <sub>4</sub>	110	80	1 <sup>1</sup> / <sub>2</sub>	160	80
6-18.....	'31	T	11 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub> x 2 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub> x 8 <sup>3</sup> / <sub>4</sub>	V-43 <sup>3</sup> / <sub>8</sub> x <sup>3</sup> / <sub>4</sub>	5	30	10	1 <sup>3</sup> / <sub>4</sub>	110	80	1 <sup>1</sup> / <sub>2</sub>	160	80
<b>ERSKINE</b>															
Six 53.....	'30	H	10	1 <sup>1</sup> / <sub>4</sub> x 2 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>4</sub> x 8	V-32 <sup>1</sup> / <sub>2</sub> x 2 <sup>5</sup> / <sub>8</sub>	6 <sup>3</sup> / <sub>4</sub>	30	10	2 <sup>1</sup> / <sub>2</sub>	110	80	2	110	90
<b>ESSEX</b>															
Super 6.....	'30	M	15	2 <sup>1</sup> / <sub>4</sub> x 1 <sup>1</sup> / <sub>4</sub>	2 <sup>1</sup> / <sub>4</sub> x 7 <sup>1</sup> / <sub>2</sub>	V-35 <sup>3</sup> / <sub>4</sub> x <sup>5</sup> / <sub>8</sub>	4 <sup>3</sup> / <sub>4</sub>	30	20	1 <sup>1</sup> / <sub>2</sub>	110	90	2 <sup>1</sup> / <sub>2</sub>	110	90
Super 6.....	'31	M	15	2 <sup>1</sup> / <sub>4</sub> x 1 <sup>1</sup> / <sub>4</sub>	2 <sup>1</sup> / <sub>4</sub> x 8	V-36 <sup>3</sup> / <sub>4</sub> x <sup>5</sup> / <sub>8</sub>	4 <sup>3</sup> / <sub>4</sub>	30	20	1 <sup>1</sup> / <sub>2</sub>	110	90	2 <sup>1</sup> / <sub>2</sub>	110	90
Six.....	'32	M	15	1 <sup>1</sup> / <sub>4</sub> x 1 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>4</sub> x 8 <sup>1</sup> / <sub>4</sub>	V-39 <sup>3</sup> / <sub>8</sub> x <sup>5</sup> / <sub>8</sub>	4 <sup>3</sup> / <sub>4</sub>	30	20	2 <sup>1</sup> / <sub>2</sub>	110	90	3 <sup>1</sup> / <sub>2</sub>	110	90
Terraplane 6.....	'33	C	10	1 <sup>1</sup> / <sub>4</sub> x 3 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>4</sub> x 8 <sup>1</sup> / <sub>4</sub>	V-44 x <sup>5</sup> / <sub>8</sub>	6	30	10W	2 <sup>1</sup> / <sub>2</sub>	110	80	2 <sup>1</sup> / <sub>2</sub>	110	90
Terraplane 8.....	'33	C	13	1 <sup>1</sup> / <sub>4</sub> x 3 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>4</sub> x 8 <sup>1</sup> / <sub>4</sub>	V-44 x <sup>5</sup> / <sub>8</sub>	6	30	10W	2 <sup>1</sup> / <sub>2</sub>	110	80	2 <sup>1</sup> / <sub>2</sub>	110	90
<b>FORD</b>															
Model A.....	'30-2	Z	10	1 <sup>3</sup> / <sub>4</sub> x 2 <sup>3</sup> / <sub>4</sub>	2 x 8 <sup>1</sup> / <sub>2</sub>	V-41 x <sup>5</sup> / <sub>8</sub>	4	40	20	1	250	110	1 <sup>1</sup> / <sub>4</sub>	250	110
Model B.....	'33	Z	10	1 <sup>3</sup> / <sub>4</sub> x 2 <sup>3</sup> / <sub>4</sub>	2 x 11 <sup>1</sup> / <sub>4</sub>	V-40 <sup>1</sup> / <sub>4</sub> x <sup>5</sup> / <sub>8</sub>	4	40	20	2	250	110	2	250	110
V-8.....	'32-3	D	18	1 <sup>3</sup> / <sub>4</sub> x 5 <sup>1</sup> / <sub>2</sub>	1 <sup>3</sup> / <sub>4</sub> x 11 <sup>5</sup> / <sub>8</sub>	V-53 <sup>1</sup> / <sub>8</sub> x <sup>5</sup> / <sub>8</sub>	4	40	20	2	EP110	EP90	2	250	110
V-8.....	'34	S	18	1 <sup>3</sup> / <sub>4</sub> x 5 <sup>1</sup> / <sub>2</sub>	1 <sup>3</sup> / <sub>4</sub> x 11 <sup>5</sup> / <sub>8</sub>	V-53 <sup>1</sup> / <sub>8</sub> x <sup>5</sup> / <sub>8</sub>	4	40	20W	2	EP110	EP90	2	EP160	EP90
V-8.....	'35	S	18	1 <sup>3</sup> / <sub>4</sub> x 5 <sup>1</sup> / <sub>2</sub>	1 <sup>3</sup> / <sub>4</sub> x 11 <sup>5</sup> / <sub>8</sub>	V-57 <sup>1</sup> / <sub>8</sub> x <sup>5</sup> / <sub>8</sub>	4	40	20W	2 <sup>1</sup> / <sub>4</sub>	EP110	EP90	2 <sup>1</sup> / <sub>4</sub>	EP160	EP90
V-8.....	'36	S	20	1 <sup>3</sup> / <sub>4</sub> x 5 <sup>1</sup> / <sub>2</sub>	1 <sup>3</sup> / <sub>4</sub> x 11 <sup>5</sup> / <sub>8</sub>	V-57 <sup>1</sup> / <sub>8</sub> x <sup>5</sup> / <sub>8</sub>	4	40	20W	2 <sup>1</sup> / <sub>4</sub>	EP110	EP90	2 <sup>1</sup> / <sub>4</sub>	EP160	EP90
<b>FRONTENAC</b>															
Six E.....	'31	T	11 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub> x 2 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub> x 6 <sup>3</sup> / <sub>4</sub>	V-43 <sup>3</sup> / <sub>8</sub> x <sup>3</sup> / <sub>4</sub>	5	30	10	—	110	80	1 <sup>3</sup> / <sub>4</sub>	160	80
6-70.....	'32	T	12	1 <sup>1</sup> / <sub>2</sub> x 2 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>8</sub> x 8 <sup>3</sup> / <sub>4</sub>	V-43 <sup>3</sup> / <sub>8</sub> x <sup>3</sup> / <sub>4</sub>	5	30	10	—	110	80	1 <sup>3</sup> / <sub>4</sub>	160	80
6-85.....	'32	T	12	1 <sup>1</sup> / <sub>2</sub> x 2 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>8</sub> x 8 <sup>3</sup> / <sub>4</sub>	V-43 <sup>3</sup> / <sub>8</sub> x <sup>3</sup> / <sub>4</sub>	5	30	10	—	110	80	1	160	80
C-400.....	'33	M	8	1 <sup>1</sup> / <sub>4</sub> x 5	1 <sup>1</sup> / <sub>4</sub> x 8 <sup>3</sup> / <sub>4</sub>	V-39 <sup>3</sup> / <sub>8</sub> x <sup>1</sup> / <sub>16</sub>	3 <sup>1</sup> / <sub>4</sub>	30	20	1 <sup>1</sup> / <sub>4</sub>	160	80	1	160	80
<b>GRAHAM</b>															
6 Std.....	'30	J	15	1 <sup>1</sup> / <sub>2</sub> x 3 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub> x 3 <sup>1</sup> / <sub>2</sub>	F-40 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>4</sub>	5	40	30	1	160	80	1 <sup>3</sup> / <sub>4</sub>	160	FW80
6 Spec.....	'30	J	16 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub> x 3 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub> x 3 <sup>1</sup> / <sub>2</sub>	F-40 <sup>1</sup> / <sub>2</sub> x 1 <sup>1</sup> / <sub>4</sub>	5	40	30	3 <sup>1</sup> / <sub>2</sub>	160	80	1 <sup>3</sup> / <sub>4</sub>	160	FW80
8 Std.....	'30	J	16 <sup>3</sup> / <sub>4</sub>	2 x 3	1 <sup>3</sup> / <sub>4</sub> x 3 <sup>1</sup> / <sub>2</sub>	V-45 <sup>1</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub>	6 <sup>3</sup> / <sub>4</sub>	40	30	1	160	80	1 <sup>3</sup> / <sub>4</sub>	160	FW80
8 Spec.....	'30	J	16 <sup>3</sup> / <sub>4</sub>	2 x 3	1 <sup>3</sup> / <sub>4</sub> x 3 <sup>1</sup> / <sub>2</sub>	V-45 <sup>1</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub>	6 <sup>3</sup> / <sub>4</sub>	40	30	5	160	80	1 <sup>3</sup> / <sub>4</sub>	160	FW80
8 Cust.....	'30	J	22 <sup>1</sup> / <sub>2</sub>	1 <sup>3</sup> / <sub>4</sub> x 3 <sup>1</sup> / <sub>2</sub>	1 <sup>3</sup> / <sub>4</sub> x 3 <sup>1</sup> / <sub>2</sub>	F-44 <sup>1</sup> / <sub>4</sub> x 1 <sup>1</sup> / <sub>2</sub>	6 <sup>3</sup> / <sub>4</sub>	40	30	5	160	80	2	160	FW80
6 Std.....	'31	D	18	2 x 3 <sup>1</sup> / <sub>2</sub>	1 <sup>3</sup> / <sub>4</sub> x 10	V-45 <sup>1</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub>	5	40	30	1	160	80	3 <sup>1</sup> / <sub>2</sub>	160	FW80
6 Spec.....	'31	D	18	2 x 3 <sup>1</sup> / <sub>2</sub>	1 <sup>3</sup> / <sub>4</sub> x 10	V-45 <sup>1</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub>	5	40	30	3 <sup>1</sup> / <sub>2</sub>	160	80	3 <sup>1</sup> / <sub>2</sub>	160	FW80
8 Spec.....	'31	D	18	1 <sup>3</sup> / <sub>4</sub> x 5	2 x 6 <sup>1</sup> / <sub>2</sub>	V-45 <sup>1</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub>	5	40	30	3 <sup>1</sup> / <sub>2</sub>	160	80	3 <sup>1</sup> / <sub>2</sub>	160	FW80
8 Cust.....	'31	D	21 <sup>3</sup> / <sub>4</sub>	2 x 3 <sup>1</sup> / <sub>2</sub>	1 <sup>3</sup> / <sub>4</sub> x 3 <sup>1</sup> / <sub>2</sub>	V-45 <sup>1</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub>	6 <sup>3</sup> / <sub>4</sub>	40	30	3 <sup>1</sup> / <sub>2</sub>	160	80	3 <sup>1</sup> / <sub>2</sub>	160	FW80
6.....	'32	H	18	2 x 5	1 <sup>3</sup> / <sub>4</sub> x 4 <sup>1</sup> / <sub>4</sub>	V-45 x <sup>3</sup> / <sub>4</sub>	5	40	30	2 <sup>1</sup> / <sub>2</sub>	FW110	FW80	3 <sup>1</sup> / <sub>2</sub>	EP110	EP80
8.....	'32	D	18	2 x 5	1 <sup>3</sup> / <sub>4</sub> x 6 <sup>1</sup> / <sub>4</sub>	V-45 x <sup>3</sup> / <sub>4</sub>	5	40	20	2 <sup>1</sup> / <sub>2</sub>	FW110	FW80	3 <sup>1</sup> / <sub>2</sub>	EP110	EP80
6 Std.....	'33	D	18	2 x 3 <sup>7</sup> / <sub>8</sub>	1 <sup>3</sup> / <sub>4</sub> x 5 <sup>3</sup> / <sub>8</sub>	V-45 x <sup>3</sup> / <sub>4</sub>	5	40	20W	2 <sup>1</sup> / <sub>2</sub>	FW110	FW80	3 <sup>1</sup> / <sub>2</sub>	EP110	EP80
8 Std.....	'33	D	18	2 x 5 <sup>3</sup> / <sub>8</sub>	1 <sup>3</sup> / <sub>4</sub> x 6 <sup>3</sup> / <sub>8</sub>	V-45 x <sup>3</sup> / <sub>4</sub>	5	40	20W	2 <sup>1</sup> / <sub>2</sub>	FW110	FW80	3 <sup>1</sup> / <sub>2</sub>	EP110	EP80
8 Cust.....	'33	D	18	2 x 4	1 <sup>3</sup> / <sub>4</sub> x 7	V-45 x <sup>3</sup> / <sub>4</sub>	5	40	20W	2 <sup>1</sup> / <sub>2</sub>	FW110	FW80	3 <sup>1</sup> / <sub>2</sub>	EP110	EP80
6 Std.....	'34	S	17	1 <sup>3</sup> / <sub>4</sub> x 3 <sup>1</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub> x 6 <sup>3</sup> / <sub>8</sub>	V-44 <sup>1</sup> / <sub>8</sub> x <sup>3</sup> / <sub>4</sub>	5	40	20W	2 <sup>1</sup> / <sub>2</sub>	EP110	EP80	3 <sup>1</sup> / <sub>2</sub>	EP110	EP80
8.....	'34	S	17	2 <sup>1</sup> / <sub>8</sub> x 5 <sup>3</sup> / <sub>8</sub>	1 <sup>3</sup> / <sub>4</sub> x 6 <sup>3</sup> / <sub>8</sub>	V-45 x <sup>3</sup> / <sub>4</sub>	5	40	20W	2 <sup>1</sup> / <sub>2</sub>	EP110	EP80	3 <sup>1</sup> / <sub>2</sub>	EP110	EP80
6.....	'35	S	12 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub> x 3	1 <sup>1</sup> / <sub>2</sub> x 7	V-40 x <sup>3</sup> / <sub>4</sub>	5	30	20W	1 <sup>1</sup> / <sub>4</sub>	EP110	EP80	2	EP110	EP80
6 Spec.....	'35	S	14	1 <sup>3</sup> / <sub>4</sub> x 3 <sup>1</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub> x 6 <sup>3</sup> / <sub>8</sub>	V-44 <sup>1</sup> / <sub>8</sub> x <sup>3</sup> / <sub>4</sub>	5	30	20W	2 <sup>1</sup> / <sub>2</sub>	EP110	EP80	2 <sup>1</sup> / <sub>2</sub>	EP110	EP80
8.....	'35	S	15	2 <sup>1</sup> / <sub>8</sub> x 5 <sup>3</sup> / <sub>8</sub>	1 <sup>3</sup> / <sub>4</sub> x 6 <sup>3</sup> / <sub>8</sub>	V-46 <sup>1</sup> / <sub>8</sub> x <sup>3</sup> / <sub>4</sub>	5	30	20W	2 <sup>1</sup> / <sub>2</sub>	EP110	EP80	2 <sup>1</sup> / <sub>2</sub>	EP110	EP80

(Continued on next page)

C—Carter

D—Detroit

S—Stromberg

F—Flat

H—Schebler

T—Tillotson

J—Johnson

Z—Zenith

M—Marvel



# COOLING — FUEL — LUBRICATION

Make and Model	Year	Carburetor—Make	Cooling System—Capacity, Imp. Qts.	Lower Radiator Hose—Diameter and Length	Upper Radiator Hose—Diameter and Length	Fan Belt Type and Size	Crankcase Capac.—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
GRAHAM—Continued															
8 Super C.....	'35	S	17	2 1/8 x 5 3/8	1 3/4 x 6 3/8	V-46 1 1/2 x 3 3/4	6	30	20W	3	EP110	EP80	3 1/2	EP110	EP80
6-80 Crusad.....	'36	M	12 1/2	1 1/2 x 3	1 1/2 x 8	V-40 x 2 1/2	4	30	20W	1 1/4	FW160	FW80	2	EP110	EP80
6-90 Cavalier.....	'36	M	15	1 1/2 x 3	1 1/2 x 8	V-44 x 2 1/2	4	30	20W	2 1/2	160	90	2 1/2	EP110	EP80
6-110 SuperC.....	'36	M	15	1 1/2 x 3	1 1/2 x 8	V-44 x 2 1/2	4	30	20W	2 1/2	160	90	2 1/2	EP110	EP80
HUDSON															
Great 8.....	'30	M	15	1 3/8 x 5	1 3/8 x 11	V-47 1 1/2 x 5 1/4	6 1/2	30	20	1 1/2	110	90	3 3/4	110	90
Eight.....	'31	M	14	1 3/8 x 5	1 3/8 x 10 3/4	V-45 1 1/2 x 5 1/4	6 1/2	30	20	1 1/2	110	90	2 1/2	110	90
Eight.....	'32	M	14	1 3/8 x 5	1 3/8 x 10 3/4	V-45 1 1/2 x 5 1/4	6 1/2	30	20	2 1/2	110	90	3 3/4	110	90
Super 6.....	'33	M	10	1 1/4 x 3 1/2	1 1/4 x 8 3/4	V-45 1 1/2 x 5 1/4	5	30	10W	2 1/2	110	80	3 3/4	110	90
Eight.....	'33	M	14	1 1/2 x 5 1/2	1 1/2 x 11	V-45 1 1/2 x 5 1/4	6	30	10W	2 1/2	110	80	3 3/4	110	90
Eight.....	'34	C	19	1 1/2 x 7 3/8	1 1/2 x 3 1/4	V-48 1 1/2 x 5 1/4	6	30	10W	2 1/2	FW110	FW90	2 1/2	110	90
Big 6.....	'35	C	15	1 1/2 x 3 1/4	1 1/2 x 3 1/4	V-47 1 1/2 x 5 1/4	4 1/4	30	10W	2 1/2	110	80	2 1/2	110	90
Eight.....	'35	C	19	1 1/2 x 3 1/4	1 1/2 x 7 3/8	V-49 1 1/2 x 5 1/4	6	30	10W	2 1/2	110	80	2 1/2	110	90
Six.....	'36	C	11	1 3/8 x 3	1 1/2 x 3	V-47 1 1/2 x 5 1/4	4	30	10W	2 1/2	EP90	EP80	2 1/2	EP110	EP90
Eight.....	'36	C	16	1 3/8 x 8 1/2	1 1/2 x 10 3/8	V-49 1 1/2 x 5 1/4	6	30	10W	2 1/2	EP90	EP80	2 1/2	EP110	EP90
HUPMOBILE															
Six S.....	'30	S	11 3/4	1 1/4 x 7	1 1/4 x 9 3/8	V-34 x 3/4	5	30	20	1 1/4	160	90	2 3/4	160	90
Eight C.....	'30	S	16 3/4	1 1/2 x 2 1/2	1 1/2 x 6 1/4	V-42 x 3/4	7 1/2	30	20	1 3/4	160	90	4 1/2	160	90
Eight H.....	'30	S	23 3/4	1 1/2 x 3	1 1/2 x 5 1/4	V-42 x 3/4	10	30	20	2 1/4	160	90	5	160	90
6 Century.....	'31	S	11 3/4	1 1/4 x 7	1 1/4 x 9 3/8	V-34 x 3/4	5	30	20	1 1/4	160	90	2 3/4	160	90
8 Century.....	'31	S	13 3/4	1 1/2 x 2 1/2	1 1/2 x 5 1/4	V- —	5	30	20	1 3/4	160	90	3 1/2	160	90
Eight C.....	'31	S	16 3/4	1 1/2 x 2 1/2	1 1/2 x 6 1/2	V-42 x 3/4	7 1/2	30	20	1 3/4	160	90	4 1/2	160	90
Eight H.....	'31	S	23 3/4	1 1/2 x 2 3/8	1 1/2 x 5 1/4	V-42 x 3/4	10	30	20	1 3/4	160	90	5	160	90
Eight U.....	'31	S	23 3/4	1 1/2 x 2 3/8	1 1/2 x 5 1/4	V-42 x 3/4	10	30	20	1 3/4	160	90	5	160	90
Six 214.....	'32	S	11 3/4	1 1/4 x 9 1/2	1 1/4 x 10	V-34 x 3/4	5	30	20	2 1/2	EP160	EP110	2 3/4	EP160	EP110
Six 216.....	'32	S	11 3/4	1 1/4 x 9 1/2	1 1/4 x 10	V-34 x 3/4	5	30	20	2 1/2	EP160	EP110	3 1/4	EP160	EP110
Eight 218.....	'32	S	13 3/4	1 1/2 x 2 1/2	1 1/2 x 5 1/4	V- —	5	30	20	2 1/2	EP160	EP110	4 1/2	EP160	EP110
Eight 221.....	'32	S	16 3/4	1 1/2 x 3	1 1/2 x 6 1/2	V- —	7 1/2	30	20	3 1/4	EP160	EP110	4 1/2	EP160	EP110
Eight 222.....	'32	S	17	2 x 3	1 1/2 x 6 1/2	V-45 1 1/2 x 3 3/4	5	30	20	2 1/2	EP160	EP110	4	EP160	EP110
Eight 225.....	'32	S	23 3/4	1 1/2 x 3	1 1/2 x 6 1/2	V- —	10	30	20	3 1/4	EP160	EP110	5	EP160	EP110
Eight 226.....	'32	S	20	2 x 3	1 1/2 x 6 1/2	V-42 x 3/4	7 1/2	30	20	2 1/2	EP160	EP110	4	EP160	EP110
Eight 237.....	'32	S	23 3/4	1 1/2 x 3	1 1/2 x 6 1/2	V- —	10	30	20	3 1/4	EP160	EP110	5	EP160	EP110
Six 321.....	'33	C	13 1/4	1 1/4 x 9 3/8	1 1/4 x 8 3/8	V-35 3/8 x 3/4	5	30	20	2	FW110	FW80	3	FW110	FW80
Eight 322.....	'33	S	16 3/4	2 x 2 3/4	1 1/2 x 6 1/2	V-48 x 3/4	5	30	20	2	FW110	FW80	4	FW110	FW80
Eight 326.....	'33	S	20	2 x 2 3/4	1 1/2 x 6 1/2	V-47 x 3/4	7 1/2	30	20	2 1/2	FW110	FW80	4	FW110	FW80
Six 417.....	'34	S	12 1/2	1 1/2 x 6 1/4	1 1/2 x 9 3/8	V-42 x 1 1/2	5	30	20	2	FW110	FW80	1 3/4	FW110	FW80
Six 421-421A.....	'34	C	12 1/2	1 1/2 x 9 3/8	1 1/2 x 8 3/8	V-35 3/8 x 3/4	5	30	20	2	FW110	FW80	3	FW110	FW80
Six 421J.....	'34	S	12 1/2	1 1/2 x 6 1/4	1 1/2 x 10 3/4	V-42 x 1 1/2	5	30	20	2	FW110	FW80	3	FW110	FW80
Eight 422.....	'34	S	18	2 x 2 3/4	1 1/2 x 6 1/2	V-48 x 3/4	5	30	20	2 1/2	FW110	FW80	3 3/4	FW110	FW80
Eight 426.....	'34	S	20	2 x 2 3/4	1 1/2 x 6 1/2	V-44 x 1 1/2	7 1/2	30	20	2 1/2	FW110	FW80	3 3/4	FW110	FW80
Eight 427.....	'34	S	20	1 3/4 x 11 1/2	1 1/2 x 11	V-44 x 1 1/2	6 3/4	30	20	2	FW110	FW80	3	FW110	FW80
Six 517.....	'35	S	12 1/2	1 1/2 x 6 3/4	1 1/2 x 9 3/8	V-42 x 1 1/2	5	30	20	2	110	80	2	EP110	EP80
Six 518.....	'35	S	17	1 1/2 x 3	1 1/2 x 2 1/2	V-42 x 1 1/2	5	30	20	2	110	80	2 1/4	EP110	EP80
Eight 521-0.....	'35	C	20	1 3/4 x 2 3/8	1 1/2 x 3	V-44 x 1 1/2	6 3/4	30	20	2 1/2	110	80	3 1/2	EP110	EP80
Eight 527.....	'35	S	20	1 3/4 x 11 1/2	1 1/2 x 10 3/4	V-44 x 1 1/2	6 3/4	30	20	2	160	80	3	EP110	EP80
Six 618-G.....	'36	C	15	1 1/2 x 9 1/4	1 1/2 x 6 3/8	V-42 x 1 1/2	5	30	20	1 3/8	110	80	2	EP110	EP80
Eight 621-N.....	'36	C	18	1 3/4 x 5 1/4	1 1/2 x 10 3/4	V-44 x 1 1/2	6 3/4	30	20	1 3/8	160	80	2 1/2	EP110	EP80

C—Carter

M—Marvel

S—Stromberg





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# COOLING — FUEL — LUBRICATION

Make and Model	Year	Carburetor—Make	Cooling System Capacity, Imp. Qts.	Lower Radiator Hose—Diameter and Length	Upper Radiator Hose—Diameter and Length	Fan Belt Type and Size	Crankcase Capac.—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
<b>LAFAYETTE</b>															
Six.....	'34-5	M	16	1 1/2x 4 1/4	1 1/4x 7	V-53 x 3/4	6	30	20	2 1/2	EP90	EP80	2 1/2	EP90	EP80
Six 3610.....	'36	M	16	1 1/2x 4 1/4	1 1/4x 7	V-46 3/4 x 5/8	6	30	20	2 1/2	EP90	EP80	2 1/2	EP90	EP80
<b>LA SALLE</b>															
V-8 340.....	'30	O	2 1/3	1 7/8x11	38 1/2x 7 1/8	V-38 1/2x 7 1/8	6 3/4	40	10	5	160	90	2 1/2	160	90
V-8 345.....	'31	O	20	1 7/8x11	38 1/2x 7 1/8	V-38 1/2x 7 1/8	6 3/4	40	10	3	160	90	5	160	90
V-8 345B.....	'32	O	2 1/3	1 7/8x10 3/8	35 1/2x 7 1/8	V-35 1/2x 7 1/8	6 3/4	40	10	4 1/2	160	90	5	160	90
V-8 345C.....	'33	O	22	1 7/8x10 3/8	35 1/2x 7 1/8	V-35 1/2x 7 1/8	6 3/4	40	20W	4 1/2	160	90	5	160	80
Eight 350.....	'34	O	15	1 3/4x 5 5/8	49 1/4 x 5 5/8	V-49 1/4 x 5 5/8	6	30	20W	2	160	90	2 1/2	160	80
Eight 35-50.....	'35	S	14	1 3/4x13	49 1/4 x 5 5/8	V-49 1/4 x 5 5/8	6	30	20W	2	160	90	2 1/2	160	80
Eight 36-50.....	'36	S	14	1 3/4x13	49 1/4 x 5 5/8	V-49 1/4 x 5 5/8	6	40	20W	2 1/4	EP160	EP90	4 1/4	EP110	EP80
<b>MARQUETTE</b>															
Six 6-30.....	'30	M	10	1 1/2x 2 5/8	40 5/8 x 2 3/8	V-40 5/8 x 2 3/8	5	30	10	4 1/4	160	90	1 1/4	160	90
<b>McLAUGHLIN-BUICK</b>															
Six 40.....	'30	M	13	1 1/2x 7 1/2	1 1/2x 2 7/8	V-33 3/8 x 4 1/4	4 1/2	30	10	3	160	90	2 1/2	160	80
Six 50, 60.....	'30	M	18	1 1/2x 7	1 1/2x 2 7/8	V-33 3/8 x 4 1/4	5	30	10	3	160	90	2 1/2	160	80
Eight 50.....	'31	M	10	1 3/8x 4 1/4	1 3/8x 3 7/8	V-39 3/8 x 1 1/2	6	30	10	2	160	90	3	160	80
Eight 60.....	'31	M	12 1/2	1 3/8x 5 1/4	1 3/8x 6 1/4	V-39 3/8 x 1 1/2	7	30	10	4	160	90	6 1/4	160	80
Eight 80-90.....	'31	M	16	1 3/8x 6 1/4	1 3/8x 6 1/4	V-41 1/2 x 5 5/8	7 1/2	30	10	4 3/4	160	90	7	160	80
Eight 50.....	'32	M	10	1 3/8x 4 1/4	1 3/8x 3 7/8	V-39 3/8 x 1 1/2	6	30	10	3 1/8	160	90	2 1/2	160	80
Eight 60.....	'32	M	13	1 3/8x 5 1/2	1 3/8x 6 1/4	V-39 3/8 x 1 1/2	7	30	10	3 1/8	160	90	6	160	80
Eight 80-90.....	'32	M	16	1 3/8x 5 1/2	1 3/8x 6 1/4	V-41 1/2 x 5 5/8	7 1/2	30	10	3 1/8	160	90	7	160	80
Eight 50.....	'33	M	10	1 3/8x 5 1/2	1 3/8x 6 1/4	V-41 1/2 x 5 5/8	6	30	10W	3 1/8	160	80	2 1/2	160	80
Eight 60.....	'33	M	13	1 3/8x 5 1/2	1 3/8x 6 1/4	V-41 1/2 x 5 5/8	7	30	10W	3 1/8	160	80	4	160	80
Eight 80-90.....	'33	M	16	1 3/8x 5 1/2	1 3/8x 6 1/4	V-41 1/2 x 5 5/8	7	30	10W	3 1/8	160	80	4 1/2	160	80
8-40, 44.....	'34-5	M	11 1/2	1 3/8x 2 1/4	1 3/8x 6	V-45 1/2 x 2 3/8	5	30	10W	1 1/2	160	80	3	160	80
8-50, 45.....	'34-5	M	13 1/2	1 3/8x 5 1/4	1 3/8x 7 1/4	V-41 1/2 x 5 5/8	6	30	10W	1 1/2	160	80	3	160	80
8-60, 46.....	'34-5	M	16	1 3/8x 5 1/4	1 3/8x 5 1/2	V-41 1/2 x 5 5/8	7	30	10W	3 1/8	160	80	4	160	80
8-90, 49.....	'34-5	M	19	1 3/8x 5 1/2	1 3/8x 4 7/8	V-43 1/4 x 2 3/8	6	30	10W	3 1/8	160	80	4 1/2	160	80
Eight 44.....	'36	S	11	1 3/8x 5 1/2	1 3/8x 7 3/8	V-42 1/2 x 2 3/8	5	30	10W	1 1/2	160	80	1 1/4	160	80
Eight 46, 8, 9.....	'36	S	14	1 3/8x 5 1/2	1 3/8x 5 1/4	V-46 1/2 x 2 3/8	6 1/2	30	10W	2	160	80	2	160	80
<b>NASH</b>															
Six S. 450.....	'30	C	10	1 1/4x 5 3/4	1 1/4x 8 3/4	V-45 1/2 x 3 1/4	4 1/4	30	20	1 3/4	160	90	2 1/2	160	90
Six T. 480.....	'30	M	13 1/4	1 1/2x 2 7/8	1 1/2x 4 3/8	V-48 1/2 x 3 1/4	5	30	20	—	160	90	2	160	90
Eight T. 490.....	'30	M	18 1/4	1 1/2x 3 1/4	1 1/2x 3 1/4	V-49 3/8 x 3 1/4	6 3/4	30	20	3 1/4	160	90	2	160	90
6-60.....	'31	C	10	1 1/4x 6 1/4	1 1/4x 11 1/2	V-47 7/8 x 3 1/4	4 1/4	30	20	1 3/4	160	90	5	160	90
8-70.....	'31	C	12	1 1/2x 5	1 1/4x 10 3/4	V-46 3/4 x 3 1/4	5	30	20	1 3/4	160	90	5	160	90
8-80.....	'31	M	16 3/4	1 3/4x 2 1/4	1 1/2x 5 5/8	V-48 3/4 x 2 3/8	6 3/4	30	20	2 1/2	160	90	3 1/2	160	90
8-90.....	'31	S	18 1/4	1 3/4x 3 1/4	1 1/2x 3 1/4	V-49 3/8 x 3 1/4	8 1/4	30	20	2 1/2	160	90	6	160	90
6-960.....	'32	C	10	1 1/4x 5	1 1/4x 10	V-47 7/8 x 3 1/4	4 1/4	30	20	1 3/4	EP110	EP90	5	160	90
6 Big 1060.....	'32	S	15	1 1/2x 4 1/2	1 1/4x 11	V-47 x 3 1/4	5	30	20	3 1/4	EP110	EP90	5	EP90	EP80
8-970.....	'32	S	12 1/2	1 1/2x 5 1/4	1 1/4x 10	V-46 3/4 x 3 1/4	5	30	20	1 3/4	FW110	FW90	5	160	90
8 Std. 1070.....	'32	S	12	1 1/2x 4 1/2	1 1/4x 11	V-47 x 3 1/4	6	30	20	3 1/4	EP110	EP90	5	EP90	EP80
8-880.....	'32	S	16 3/4	1 3/4x 4	1 1/2x 5	V-48 3/4 x 2 3/8	8 3/4	30	20	2 1/2	FW110	FW90	3 1/2	160	90
8-990.....	'32	S	18 1/4	1 3/4x 3 1/2	1 1/2x 4 1/2	V-51 x 3 1/4	8 1/4	30	20	2 1/2	FW110	FW90	6	160	90

(Continued on next page)

C—Carter

E—Elbow-type

M—Marvel

O—Own

S—Stromberg



# COOLING — FUEL — LUBRICATION

Make and Model	Year	Carburetor—Make	Cooling System Capacity, Imp. Qts.	Lower Radiator Hose—Diameter and Length	Upper Radiator Hose—Diameter and Length	Fan Belt Type and Size	Crankcase Capac.—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
<b>NASH—Continued</b>															
8 Spec. 1080.....	'32	S	17	1 3/4x 7 1/2	1 1/2x 6 1/4	V-48 3/4 x 25 3/32	6 3/4	30	20	3 1/4	EP110	EP90	4	EP90	EP80
8 Adv. Amb.....	'32	S	18	1 3/4x 3 1/4	1 1/2x 6 1/2	V-51 x 3 1/4	8 1/4	30	20	3 1/4	EP110	EP90	5	EP90	EP80
Six Big 1120.....	'33	S	15	1 1/2x 4 1/4	1 1/4x 7	V-50 3/4 x 27 1/32	6	30	20	3 1/4	110	90	5	EP90	EP80
8 Std. 1130.....	'33	S	12	1 1/2x 4 1/4	1 1/4x 7	V-50 3/4 x 27 1/32	6	30	20	3 1/4	110	90	5	EP90	EP80
8 Spec. 1170.....	'33	S	12	1 1/2x 6 1/2	1 1/4x 10	V-47 x 3 1/4	6	30	20	3 1/4	110	90	5	EP90	EP80
8 Adv. 1180.....	'33	S	17	1 3/4x 4 1/2	1 1/2x 6	V-48 3/4 x 25 3/32	6 3/4	30	20	3 1/4	110	90	4	EP90	EP80
8 Amb. 1190.....	'33	S	18	1 3/4x 3 1/4	1 1/2x 6 1/2	V-51 x 3 1/4	8 1/4	30	20	3 1/4	110	90	5	EP90	EP80
6 Big 1220.....	'34	S	15	1 1/2x 4 1/4	1 1/2x 6 1/2	V-47 x 3 1/4	6	30	20	3 1/4	110	90	5	EP90	EP80
8 Adv. 1280.....	'34	S	17	1 1/2x 7 1/4	1 1/2x 6 1/2	V-48 3/4 x 25 3/32	6 3/4	30	20	3 1/4	110	90	5	EP90	EP80
8 Amb. 1290.....	'34	S	18	1 3/4x 4	1 1/2x 6 1/2	V-51 x 3 1/4	8 1/4	30	20	3 1/4	110	90	10	EP90	EP80
6 Adv. 3520.....	'35	S	16	1 1/2x 3	1 1/2x 5	V-46 3/4 x 25 3/32	6	30	20	2 1/2	110	90	5	EP90	EP80
8 3580-8.....	'35	S	17 1/4	1 1/2x 3 1/2	1 1/2x 3 3/4	V-48 3/4 x 25 3/32	6 3/4	30	20	2 1/2	110	90	5	EP90	EP80
6-400.....	'36	S	15	1 1/2x 3 3/8	1 1/4x 7	V-46 3/4 x 25 3/32	6	30	20	2 1/2	110	90	2 1/2	EP90	EP80
6 Amb.....	'36	S	16	1 1/2x 3 1/4	1 1/2x 5	V-46 3/4 x 25 3/32	6	30	20	2 1/2	110	90	5	EP90	EP80
8 Super Amb.....	'36	S	17 1/2	1 1/2x 3 1/2	1 1/2x 3 1/4	V-48 3/4 x 25 3/32	6	30	20	2 1/2	110	90	5	EP90	EP80
<b>OAKLAND</b>															
Eight.....	'30	M	5	1 1/2x 4	1 1/2x 4 1/2	V-46 1 1/16 x 25 3/32	6	30	10	2 1/2	160	90	2 1/2	160	90
Eight.....	'31	M	5	1 1/2x 5 3/4	1 1/2x 6 1/2	V-46 1 1/16 x 25 3/32	6	30	10	2 1/2	160	90	2 1/2	160	90
<b>OLDSMOBILE</b>															
Six F-30.....	'30	J	11	1 1/2x 8 1/2	1 1/2x 12	V-34 3/4 x 13 1/16	5	30	10	2 1/2	160	90	2	160	90
Six F-31.....	'31	S	11	1 1/2x 3	1 1/2x 12 1/2	V-40 x 13 1/16	5	30	10	2 1/2	160	90	2	160	90
Six F-32.....	'32	S	13 1/4	1 3/4x 3	1 1/2x 11 3/4	V-34 1/2 x 13 1/16	5	30	10	1 3/4	160	90	2	160	90
Eight L-32.....	'32	S	13 1/4	1 3/4x 3	1 1/2x 11 3/4	V-34 1/2 x 13 1/16	6	30	10	1 3/4	160	90	2	160	90
Six F-33.....	'33	S	14	1 3/4x 2 5/8	1 1/2x 5 7/8	V-49 3/4 x 13 1/16	5	30	10W	2	160	80	2	160	80
Eight.....	'33-4	S	16	1 3/4x 2 7/8	1 1/2x 5 7/8	V-49 3/4 x 13 1/16	6	30	10W	2	160	80	2	160	80
Six F-34.....	'34	S	12	1 1/2x 2	1 1/2x 9 5/8	V-43 3/4 x 13 1/16	5	30	10W	2	160	80	2 1/2	160	80
Six.....	'35-6	S	10	1 1/2x 9 7/16	1 1/2x 10 1/8	V-43 3/4 x 13 1/16	5	30	10W	2	160	90	2 1/2	160	80
Eight.....	'35-6	S	12	1 3/4x 10 1 1/16	1 1/2x 8 3/4	V-49 3/4 x 13 1/16	6	30	10W	2	160	90	2 1/2	160	80
<b>PACKARD</b>															
8 Std. 726-733.....	'30	O	16 3/4	1 1/2x 8 3/4	1 1/2x 4 7/8	V-39 3/4 x 5 5/8	6 3/4	30	20	3 3/4	160	90	3 1/2	EP90	EP90
8 Speed 734.....	'30	O	16 3/4	1 1/2x 8 3/4	1 1/2x 4 7/8	V-39 3/4 x 5 5/8	6 3/4	30	20	3 3/4	160	90	3 1/2	EP90	EP90
8 Cust. 740.....	'30	O	21	1 1/2x 8 3/4	1 1/2x 4 7/8	V-39 3/4 x 5 5/8	8 1/4	30	20	3 3/4	160	90	4 1/4	EP90	EP90
8 DeL. 745.....	'30	O	21	1 1/2x 3	1 1/2x 13 3/8	V-39 3/4 x 5 5/8	8 1/4	30	20	3 3/4	160	90	4 1/4	EP90	EP90
8 Std.....	'31-32	D	16 3/4	1 1/2x 8 3/4	1 1/2x 6 1/2	V-39 3/4 x 5 5/8	6 3/4	30	20	3 1/4	160	90	5	EP90	EP90
Eight DeL.....	'31-2	D	21	1 1/2x 8 3/4	1 1/2x 6 1/2	V-39 3/4 x 5 5/8	8 1/4	30	20	3 1/4	160	90	6	EP90	EP90
Eight.....	'33-4	S	16	1 3/4x 8 3/4	1 3/4x 8 3/4	V-39 3/4 x 5 5/8	6 3/4	30	10W	3 3/4	160	90	5	EP110	EP80
Super 8.....	'33-4	S	16	1 3/4x 8 3/4	1 3/4x 8 3/4	V-39 3/4 x 5 5/8	8 1/4	30	10W	3 3/4	160	90	5	EP110	EP80
Twelve.....	'33-4	S	33	2 x 4	1 1/2x 14 1/2	V-49 1/2 x 1 1/16	8 1/4	30	10W	3 3/4	160	90	5	EP110	EP80
8-120.....	'35-6	S	13	1 1/8 x 3	1 1/2x 10	V-42 5/8 x 3 1/4	6	30	10W	1 3/4	160	90	3 1/2	EP110	EP80
Eight.....	'35-6	S	16	1 3/4x 6 1/2	1 3/4x 10	V-39 3/4 x 5 5/8	6 3/4	30	10W	3 3/4	160	90	5	EP110	EP80
Super 8.....	'35-6	S	16	1 3/4x 6 1/2	1 3/4x 6 1/2	V-39 3/4 x 5 5/8	8 1/4	30	10W	3 3/4	160	90	5	EP110	EP80
Twelve.....	'35-6	S	33	1 1/2x 13	2 x 11	V-49 1/2 x 2 5/32	8 1/4	30	10W	3 3/4	160	90	5	EP110	EP80
<b>PLYMOUTH</b>															
30-U.....	'30	C	12	2 1/8 x 3 1/2	2 1/8 x 8 1/4	V-36 45/64 x 2 1/32	5	30	10	1 1/4	30	20W	2 3/4	160	90
PA.....	'31	C	12	1 1/4x 5 1/2	1 1/4x 14	V-42 5/64 x 2 1/4	5	30	10	1 1/4	30	20W	2 3/4	160	90
PB.....	'32	C	12 1/4	1 1/4x 3 1/2	1 1/2x 9	V-46 1/16 x 2 5/32	5	30	10	2 3/4	30	20W	2 3/4	160	90

(Continued on next page)

C—Carter

D—Detroit

J—Johnson

M—Marvel

O—Own

S—Stromberg



# COOLING — FUEL — LUBRICATION

Make and Model	Year	Carburetor—Make	Cooling System Capacity, Imp. Qts.	Lower Radiator Hose—Diameter and Length	Upper Radiator Hose—Diameter and Length	Fan Belt Type and Size	Crankcase Capac.—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	
PLYMOUTH—Continued																
Six PC, PD.....	'33	B	11	1 1/2x 5	1 1/2x 7 1/2	V-48 <sup>13</sup> <sub>16</sub> x <sup>25</sup> <sub>32</sub>	4	40	10W	2 1/4	30		20W	2 3/4	160	90
Six Std. PT.....	'34	B	10	1 1/2x 5 1/2	1 3/4x 7	V-48 <sup>13</sup> <sub>16</sub> x <sup>25</sup> <sub>32</sub>	4 1/4	30	10W	2 1/2	30		20W	2 3/4	160	90
Six DeL. PE.....	'34	B	13	1 1/2x 5 1/2	1 3/4x 7	V-48 <sup>13</sup> <sub>16</sub> x <sup>25</sup> <sub>32</sub>	4 1/4	30	10W	2 1/4	30		20W	2 3/4	160	90
Six.....	'35-6	B	12 1/2	1 1/2x 5 1/2	1 3/4x 7	V-48 <sup>13</sup> <sub>16</sub> x <sup>25</sup> <sub>32</sub>	4 3/4	30	10W	1 3/8	30		20W	2 3/8	160	90
PONTIAC																
Six Big 6-30.....	'30	M	10	1 1/4x 2 5/8	1 1/4x 11	V-37 <sup>45</sup> <sub>64</sub> x <sup>13</sup> <sub>16</sub>	5	30	10W	1 3/4	160	90	2 1/2	160	80	80
Six M-401.....	'31	M	10	1 1/4x 2 5/8	1 1/4x 11	V-37 <sup>45</sup> <sub>64</sub> x <sup>13</sup> <sub>16</sub>	5	30	10	3 1/8	160	90	2 1/2	160	80	80
Six M-402.....	'32	M	9	1 1/2x 11 1/2	1 1/4x 11 1/4	V-37 <sup>45</sup> <sub>64</sub> x <sup>13</sup> <sub>16</sub>	5	30	10	3 1/8	160	90	1 1/4	160	80	80
Eight.....	'33-4	C	12	1 1/2x 6 1/2	1 1/2x 10 1/2	V-41 <sup>13</sup> <sub>16</sub> x <sup>3</sup> <sub>4</sub>	6	30	10W	2 1/4	160	80	4	160	80	80
Six.....	'35	C	10 1/4	1 1/2x 9 3/4	1 1/2x 7 1/4	V-40 <sup>13</sup> <sub>16</sub> x <sup>3</sup> <sub>4</sub>	5	30	10W	2	160	80	4	160	80	80
Eight.....	'35	C	11 1/2	1 1/2x 9 3/4	1 1/2x 7 1/4	V-40 <sup>13</sup> <sub>16</sub> x <sup>3</sup> <sub>4</sub>	6	30	10W	2	160	80	4	160	80	80
Six.....	'36	C	12 1/2	1 1/2x 9 3/4	1 1/2x 7 1/4	V-40 <sup>13</sup> <sub>16</sub> x <sup>3</sup> <sub>4</sub>	5	30	10W	1 1/2	160	80	4	160	80	80
Eight.....	'36	C	13 1/2	1 1/2x 9 3/4	1 1/2x 7 1/4	V-40 <sup>13</sup> <sub>16</sub> x <sup>3</sup> <sub>4</sub>	6	30	10W	1 1/2	160	80	4	160	80	80
REO																
Six 15 Mate.....	'30	S	11 3/4	1 1/4x 9 1/2	1 1/2x 8	V-35 <sup>1</sup> <sub>8</sub> x <sup>48</sup> <sub>64</sub>	4 1/4	30	20	2 1/4	160	90	—	160	90	90
Six 25 Master.....	'30	S	14 1/4	1 1/2x 10 3/4	1 1/2x 10 1/2	V-37 <sup>3</sup> <sub>8</sub> x <sup>3</sup> <sub>4</sub>	5	30	20	2 1/2	160	90	2 1/2	160	90	90
6-25 Fly. Cd.....	'30	S	14 1/4	1 1/4x 9 1/2	1 1/2x 8 3/4	V-37 <sup>3</sup> <sub>8</sub> x <sup>3</sup> <sub>4</sub>	5	30	20	2 1/2	160	90	2 1/2	160	90	90
6-20 Fly. Cd.....	'31	S	16	1 1/2x 8 1/2	1 1/2x 11 1/2	V-37 <sup>3</sup> <sub>8</sub> x <sup>3</sup> <sub>4</sub>	5	30	20	2 1/2	160	90	4 1/4	160	90	90
6-25 Fly. Cd.....	'31	S	16	1 1/2x 8 1/2	1 1/2x 11 1/2	V-37 <sup>3</sup> <sub>8</sub> x <sup>3</sup> <sub>4</sub>	5	30	20	2 1/2	160	90	4 1/4	160	90	90
8-21, 25.....	'31-2	S	14	1 1/2x 10 1/4	1 1/2x 10 3/4	V-37 <sup>3</sup> <sub>8</sub> x <sup>3</sup> <sub>4</sub>	6 3/4	30	20	2 1/2	160	90	4 1/4	160	90	90
8-30, 35.....	'31	S	19	1 3/4x 11	1 1/2x 10 1/2	V-36 <sup>3</sup> <sub>4</sub> x <sup>21</sup> <sub>32</sub>	6 3/4	30	20	2 1/2	160	90	5	160	90	90
6-21 Fly. Cd.....	'32	S	14 1/4	1 1/2x 10 1/4	1 1/2x 10 3/4	V-37 <sup>3</sup> <sub>8</sub> x <sup>3</sup> <sub>4</sub>	5	30	20	2 1/2	160	90	4 1/4	160	90	90
8-31, 35.....	'32	S	19	1 3/4x 12 1/4	1 1/2x 7	V-37 <sup>3</sup> <sub>8</sub> x <sup>3</sup> <sub>4</sub>	6 3/4	30	20	2 1/2	160	90	5	160	90	90
Six 35.....	'33	S	16	1 1/2x 7	1 1/2x 5 1/4	V-41 <sup>13</sup> <sub>16</sub> x <sup>3</sup> <sub>4</sub>	6 3/4	30	20	1 3/4	160	120	2 1/2	160	90	90
Eight Royale.....	'33	S	18	1 3/4x 8	1 3/4x 7	V-37 <sup>3</sup> <sub>8</sub> x <sup>3</sup> <sub>4</sub>	4 1/4	30	20	1 3/4	160	120	2 1/2	160	90	90
6 Fly. Cd. S4.....	'34	S	16	1 1/2x 7	1 1/2x 5 1/4	V-44 <sup>3</sup> <sub>4</sub> x <sup>15</sup> <sub>64</sub>	5	30	20W	1 3/4	160	120	2 1/2	160	90	90
8 Royale N2.....	'34	S	21	1 3/4x 8	1 3/4x 6 3/4	V-37 <sup>3</sup> <sub>8</sub> x <sup>3</sup> <sub>4</sub>	6 1/2	30	20	1 3/4	160	120	3 1/4	160	90	90
6 Fly. Cd.....	'35-6	C	16	1 1/2x 10 3/8	1 1/2x 6	V-44 <sup>3</sup> <sub>4</sub> x <sup>15</sup> <sub>64</sub>	5	30	20W	1 3/4	110	90	2	160	90	90
6 Royale 7S.....	'35	S	16	1 1/2x 7	1 1/2x 5 1/4	V-44 <sup>3</sup> <sub>4</sub> x <sup>15</sup> <sub>64</sub>	5	30	20	3	110	90	2 1/2	160	90	90
ROCKNE																
6-65, 31.....	'31-3	S	10	1 1/2x 5 1/2	1 1/4x 3	V-47 <sup>3</sup> <sub>8</sub> x <sup>3</sup> <sub>4</sub>	5	30	10	2 1/2	110	80	2 1/2	110	90	90
6-75.....	'32	S	11 3/4	1 3/4x 3 1/2	1 1/4x 8	V-52 <sup>1</sup> <sub>4</sub> x <sup>29</sup> <sub>32</sub>	6	30	10	2 1/2	110	80	3 1/2	110	90	90
STUDEBAKER																
6-53, 54.....	'30-1	H	10	1 1/4x 2 1/2	1 1/4x 8	V-32 <sup>1</sup> <sub>2</sub> x <sup>25</sup> <sub>32</sub>	6 3/4	30	10	1	110	80	3 1/2	110	90	90
Diet. 6-GL.....	'30	S	12 1/2	1 1/4x 2 1/2	1 1/4x 9	V-32 <sup>1</sup> <sub>2</sub> x <sup>25</sup> <sub>32</sub>	6 3/4	30	10	1	110	80	—	110	90	90
Diet. 8-FC.....	'30	S	12 1/2	1 3/4x 2 1/2	1 1/4x 10 1/4	V-49 <sup>1</sup> <sub>4</sub> x <sup>13</sup> <sub>16</sub>	5 1/4	30	10	1	110	80	—	110	90	90
Comm. 6-GJ.....	'30	S	14	1 1/4x 2 1/2	1 1/4x 7 7/8	V-32 <sup>1</sup> <sub>2</sub> x <sup>13</sup> <sub>16</sub>	6 3/4	30	10	3 1/2	110	80	—	110	90	90
Comm. 8-FP.....	'30	S	11 3/4	1 3/4x 2 1/2	1 1/4x 7 7/8	V-49 <sup>1</sup> <sub>4</sub> x <sup>13</sup> <sub>16</sub>	5 1/4	30	10	3 1/2	110	80	—	110	90	90
Pres. 8.....	'30	S	17 1/2	1 1/2x 3	1 1/2x 12	V-42 <sup>1</sup> <sub>4</sub> x <sup>7</sup> <sub>8</sub>	6 3/4	30	10	6	110	80	—	110	90	90
Diet. 8-61.....	'31	S	13 1/4	1 3/4x 2 1/2	1 1/4x 10 1/2	V-49 <sup>1</sup> <sub>4</sub> x <sup>13</sup> <sub>16</sub>	5 1/4	30	10	3 1/2	110	80	3 1/2	110	90	90
Comm. 8-70.....	'31	S	11 3/4	1 3/4x 3	1 1/2x 12	V-49 <sup>1</sup> <sub>4</sub> x <sup>13</sup> <sub>16</sub>	5 1/4	30	10	3 1/2	110	80	4 1/2	110	90	90
Pres. 8.....	'31	S	17 1/2	1 1/2x 3	1 1/2x 12	V-52 <sup>1</sup> <sub>4</sub> x <sup>7</sup> <sub>8</sub>	6 3/4	30	10	4 1/4	110	80	5 3/4	110	90	90
Six 6-55.....	'32	S	10	1 3/4x 2 1/2	1 1/4x 8	V-52 <sup>1</sup> <sub>4</sub> x <sup>29</sup> <sub>32</sub>	5 3/4	30	10	2 3/4	110	80	3 1/2	110	90	90
Diet. 8-62.....	'32	S	11 3/4	1 3/4x 2 1/2	1 1/2x 9 1/2	V-49 <sup>1</sup> <sub>4</sub> x <sup>27</sup> <sub>32</sub>	5 1/2	30	10	2 3/4	110	80	3 1/2	110	90	90
Comm. 8-71.....	'32	S	13 1/4	1 3/4x 2 1/2	1 1/2x 10 1/2	V-49 <sup>1</sup> <sub>4</sub> x <sup>27</sup> <sub>32</sub>	5 1/2	30	10	2 3/4	110	80	4 1/2	110	90	90
Pres. 8-91.....	'32	S	17 1/2	1 3/4x 3	1 1/2x 12 1/2	V-52 <sup>1</sup> <sub>4</sub> x <sup>7</sup> <sub>8</sub>	6 1/2	30	10	3 1/4	110	80	5 3/4	110	90	90

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B—B&B

C—Carter

H—Schebler

M—Marvel

S—Stromberg



# COOLING — FUEL — LUBRICATION

Make and Model	Year	Carburetor—Make	Cooling System Capacity, Imp. Qts.	Lower Radiator Hose—Diameter and Length	Upper Radiator Hose—Diameter and Length	Fan Belt Type and Size	Crankcase Capac.—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
<b>STUDEBAKER—Continued</b>															
Six 6-56.....	'33	S	12	1 3/4x 2 1/2	1 1/4x 6 1/2	V-52 1/4 x 29 3/32	5 3/4	30	10	2 1/4	110	80	3 1/2	110	90
Comm. 8-73.....	'33	S	13	1 3/4x 3	1 1/2x 8 1/2	V-49 1/4 x 27 1/32	5 1/2	30	10	2 3/4	110	80	3 1/2	110	90
Pres. 8-82.....	'33	S	13	1 3/4x 2 1/2	1 1/2x 10	V-49 1/4 x 27 1/32	5 1/2	30	10	2 1/4	110	80	4 1/2	110	90
Pres. 8-92.....	'33	S	19	1 3/4x 2 1/2	1 1/2x 11 3/8	V-52 1/4 x 3 5/8	6 1/2	30	10	3 1/4	110	80	5 3/4	110	90
Dict. 6-A.....	'34	S	13	1 1/2x(a)	1 1/4x 8 1/4	V-48 3/16 x 2 1/4	4	30	20	3	110	80	1 3/4	110	90
Comm. 8-B.....	'34	S	15	1 3/4x 3	1 1/2x 8 1/2	V-49 1/4 x 15 1/16	5 1/2	30	20	3	110	80	2 1/2	110	90
Pres. 8-C.....	'34	S	15	1 3/4x 3	1 1/2x 8 1/2	V-49 1/4 x 15 1/16	5 1/2	30	20	3	110	80	4 1/4	110	90
Dict. 6-1A.....	'35	S	14	1 3/4x 3	1 1/2x 2 1/2	V-45 5/8 x 3 3/4	4 1/4	30	20	2 1/2	110	80	4 1/4	110	90
Comm. 8-1B.....	'35	S	18	1 3/4x 3	1 3/4x 2 1/2	V-49 3/8 x 15 1/16	6 3/4	30	20	4 1/2	110	80	4 1/4	110	90
Pres. 8-1C.....	'35	S	18	1 3/4x 3	1 3/4x 2 1/2	V-49 3/8 x 15 1/16	6 3/4	30	20	4 1/2	110	80	4 1/4	110	90
Dict. 6-3A.....	'36	S	11 1/2	2 x 4 1/2	2 1/8x 7 1/2	V-44 3/8 x 3 3/4	5	30	20	2 1/2	110	90	2	110	90
Pres. 8-2C.....	'36	S	14 1/4	1 3/4x 3	2 1/8x 10 3/4	V-49 1/4 x 27 1/32	6 1/2	30	20	2 1/2	110	90	3 3/4	110	90
<b>TERRAPLANE</b>															
Six.....	'34	C	15	1 1/2x 3 1/4	1 1/2x 8	V-47 3/16 x 51 1/64	5	30	10W	2 1/2	FW110	FW90	2 1/2	110	90
Six.....	'35	C	15	1 1/8x 9	1 1/8x 9	V-47 15/16 x 51 1/64	5	30	10W	2 1/2	110	80	2 1/2	110	90
Six.....	'36	C	11	1 1/8x 8 1/2	1 1/2x 10 5/8	V-47 15/16 x 51 1/64	4	30	10W	2 1/2	EP90	EP80	2 1/2	EP110	EP90
<b>WILLYS</b>															
Six 97, 98B.....	'30-1	T	12	1 1/4x 2 1/2	1 1/4x 12 1/2	V-377 3/4 x 3 1/4	6 3/4	30	10	1 1/4	160	90	3	160	90
8-80, 8-80D.....	'31	T	16 1/4	1 5/8x 2 1/2	1 5/8x 12 1/2	V-363 3/4 x 2 1/4	6 3/4	30	10	1 3/4	160	90	4	160	90
Six 6-90.....	'32	T	12	1 1/2x 2 1/2	1 1/8x 11 3/4	V-377 3/4 x 3 1/4	6	30	20	1 1/4	160	90	3	160	90
Eight 8-88.....	'32	T	16 1/4	1 1/2x 2 1/2	1 1/2x 12 1/2	V-377 3/4 x 3 1/4	6 3/4	30	20	1 3/4	160	90	4	160	90
Four 77.....	'33	T	7	1 1/8x 5 1/8	1 1/2x 12	V-42 11/32 x 21 1/32	3 1/4	30	20	1	160	90	2	160	80
Four 77.....	'35-6	T	7 1/2	1 1/8x 5 1/8	1 1/2x 11 3/4	V-42 11/32 x 21 1/32	3 1/4	30	20	1	160	90	1	160	80
<b>WILLYS KNIGHT</b>															
Six 70B.....	'30	T	14 1/4	1 1/4x 4 1/2	1 1/4x 9	V-39 5/8 x 11 1/16	6 3/4	30	20	1 3/4	160	90	1 3/4	160	90
Six 66B.....	'30	T	17 1/2	1 1/2x 2 3/4	1 3/8x 10	V-43 3/16 x 7 5/8	6 3/4	30	20	1 3/4	160	90	2	160	90
Six 95.....	'31	T	13 1/4	1 1/4x 2 1/4	1 1/4x 9 1/4	V-39 5/8 x 11 1/16	6 3/4	30	20	1 1/2	160	90	2 1/2	160	90
Six 66D.....	'31	T	14 1/2	1 1/2x 4 1/4	2 x 10 1/2	V-43 3/16 x 7 5/8	6 3/4	30	20	1 3/4	160	90	4	160	90
Six 95.....	'32	T	13 1/4	1 1/4x 2 1/4	1 1/4x 9 1/4	V-39 5/8 x 11 1/16	6 3/4	30	20	1 1/2	160	90	2 1/2	160	90
Six 66E.....	'32	T	14 1/2	1 1/2x 4 1/2	2 x 13	V-38 x 13 1/64	6 3/4	30	20	1 3/4	160	90	4	160	90

a—2 11/16" lower, 5 1/2" upper

C—Carter

S—Stromberg

T—Tillotson



# WHEEL ALIGNMENT — TIRES

Make and Model	Year	Caster—Degrees	Camber—Degrees	Toe-in—Inches	King Pin Inclination	Tire Size	Pressure—Front	Pressure—Rear
(Continued from page 99)								
<b>PLYMOUTH—Continued</b>								
PB.....	1932	1	1	1/16	7	19x4.75	40	35
Six PC, PD.....	1933	2	1/2	1/16	9	17x5.25	32	32
Six Std. PF.....	1934	1 1/2	1/2	1/16	10	17x5.25	32	32
Six DeL. PE.....	1934	1 1/2	1/2	1/16	10	16x6.00	28	28
Six PJ.....	1935	2	1/4	1/16	9 1/2	17x5.25	32	32
Six PJ.....	1935	2	1/4	1/16	9 1/2	16x6.00	28	28
Six Std. PI.....	1936	2	1/2	0	9 1/2	17x5.50	32	32
Six P2.....	1936	2	1/2	0	9 1/2	16x6.00	28	28

<b>PONTIAC</b>								
Six Big 6-30.....	1930	1 1/2	1 1/2	3/8	7	19x5.00	32	32
Six M-401.....	1931	1 1/2	1 1/2	1/8	7	19x5.00	32	32
Six M-402.....	1932	1 1/2	1 1/2	1/8	9 1/2	17x5.25	35	35
Eight M-601.....	1933	1 1/4	1 1/2	5/16	7	17x5.50	30	30
Eight M-603.....	1934	0	1 1/2	5/16	7	17x6.00	28	28
Six Std.....	1935	1 1/4	1 1/2	5/16	7	16x6.00	25	30
Six DeL.....	1935	0	1	1/16	7	16x6.00	25	30
Eight.....	1935	0	1	1/16	7	16x6.00	25	30
Six Std.....	1936	1 1/4	1 1/2	1/8	8 3/4	16x6.00	25	30
Six DeL.....	1936	0	0	1/16	8 3/4	16x6.00	25	30
Eight.....	1936	0	0	1/16	8 3/4	16x6.00	25	25

<b>REO</b>								
Six 15 Mate.....	1930	1 1/2	1 1/2	1/8	8	18x6.00	35	35
Six 20 Master.....	1930	3/2	1 1/2	1/8	8	18x6.00	35	35
Six 25 Fly. Cd.....	1930	3/2	1 1/2	1/8	8	18x6.50	35	35
6-20 Fly. Cd.....	1931	3/2	1 1/2	1/8	8	18x6.00	35	35
6-25 Fly. Cd.....	1931	3/2	1 1/2	1/8	8	17x5.50	35	35
8 Fly. Cd.....	1931-2	3/2	1 1/2	1/8	8	17x6.00	35	35
8 Fly. Cd.....	1931	3/2	1 1/2	1/8	8	18x6.50	37	35
6-21 Fly. Cd.....	1932	3/2	1 1/2	1/8	8	18x6.00	35	35
Eight Royale.....	1932	3/2	1 1/2	1/8	8	18x6.50	37	35
Six 3S.....	1933	3/2	1 1/2	1/8	8	17x6.00	35	35
Eight Royale.....	1933	3/2	1 1/2	1/8	8	18x6.50	35	35
6 Fly. Cd.....	1934	4	1 1/2	1/8	8	16x6.50	28	28
8 Royale N2.....	1934	3 1/2	1 1/2	1/8	8	18x6.50	35	35
Six Fly. Cd. 6A.....	1935	1 1/2	1 1/2	1/16	8	16x6.25	28	28
Six Royale 7S.....	1935	4	1 1/2	1/8	8	16x6.50	22	28
Six Fly. Cd.....	1936	1 1/2	1 1/2	1/8	8	16x6.25	28	28

<b>ROCKNE</b>								
6-65.....	1931-2	1	1 1/2	1/16	7	18x5.25	35	35
6-75.....	1932	1	1	1/8	8	18x5.50	35	35
6-31.....	1932-3	1 1/4	1 1/2	1/16	9	18x5.25	35	35

<b>STUDEBAKER</b>								
Six 6-53.....	1930	1	1	1/16	8	19x5.25	35	35
Six 6-GL.....	1930	1	1	1/16	8	19x5.00	35	35
Dict. 8-FC.....	1930	1	1	1/16	8	19x5.00	35	35

Make and Model	Year	Caster—Degrees	Camber—Degrees	Toe-in—Inches	King Pin Inclination	Tire Size	Pressure—Front	Pressure—Rear
<b>STUDEBAKER—Continued</b>								
Comm. 6-GJ.....	1930	1	1	1/16	8	19x5.50	40	40
Comm. 8-FD.....	1930	1	1	1/16	8	19x5.50	40	40
Pres. 8-FE.....	1930	1	1	1/16	8	20x6.00	40	40
Pres. 8-FH.....	1930	1	1	1/16	8	19x6.50	40	40
Six 6-54.....	1931	1	1	1/16	8	19x5.25	35	35
Dict. 8-61.....	1931	1	1	1/16	8	19x5.25	35	35
Comm. 8-70.....	1931	1	1	1/16	8	19x6.00	40	40
Pres. 8-80, 90.....	1931	1	1	1/16	8	19x6.50	40	40
Six 6-55.....	1932	1	1	1/16	8	18x5.50	35	35
Dict. 8-62.....	1932	1	1	1/16	8	18x5.50	35	35
Comm. 8-71.....	1932	1	1	1/16	8	18x6.00	40	40
Pres. 8-91.....	1932	1	1	1/16	8	18x6.50	40	40
Six 6-56.....	1933	1 1/2	1	1/16	8	18x5.50	35	35
Comm. 8-73.....	1933	1 1/2	1	1/16	8	17x6.00	35	35
Pres. 8-82.....	1933	1 1/2	1	1/16	8	17x6.50	35	35
Pres. 8-92.....	1933	1 1/2	1	1/16	8	17x7.00	40	40
Dict. 6-A, AS.....	1934	1 1/2	1 1/2	1/16	9 1/2	17x5.00	35	35
Comm. 8-B.....	1934	1 1/2	1	1/16	9 1/2	17x6.00	35	35
Pres. 8-C.....	1934	1 1/2	1	1/16	9 1/2	17x6.50	35	35
Dict. 6-1A, 2A.....	1935	1 1/2	1 1/2	1/16	9 1/2	16x6.00	30	30
Comm. 8-1B.....	1935	1 1/2	1 1/2	1/16	9 1/2	16x7.00	30	30
Pres. 8-1C.....	1935	1 1/2	1 1/2	1/16	9 1/2	16x7.00	30	30
Dict. 6-3A.....	1936	1 1/2	1 1/2	1/16	9 1/2	16x6.00	30	30
Dict. 6-4A.....	1936	0	1 1/2	1/16	9 1/2	16x6.00	30	30
Pres. 8-2C.....	1936	0	1 1/2	1/16	9 1/2	16x6.50	30	30

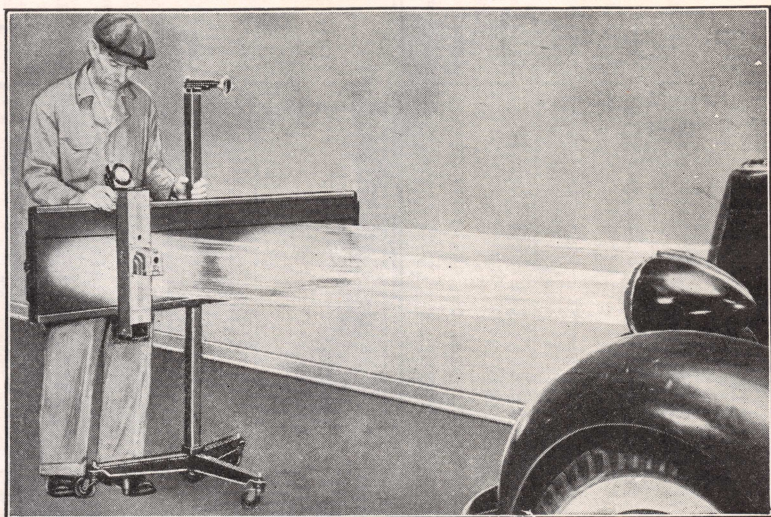
<b>TERRAPLANE</b>								
Six Std.....	1934	2 1/2	1 3/4	1/8	7	17x5.50	28	30
Six DeL.....	1934	2 1/2	1 3/4	1/8	7	16x6.00	22	28
Six.....	1935	3 3/4	1 1/2	1/8	7	16x6.00	22	28
Six.....	1936	2	1	0	7	16x6.00	24	30

<b>WILLYS</b>								
Six 98B, 98D.....	1930-1	1	2	3/32	7 1/2	19x5.00	36	34
8-80, 8-80D.....	1930-1	1	2	3/32	7 1/2	19x5.50	36	34
Six 97.....	1931	1	2	3/32	7 1/2	19x5.00	34	34
Six 6-90.....	1932	1	2	1/8	7 1/2	18x5.25	35	35
Eight 8-88.....	1932	1	2	1/8	7 1/2	18x5.50	35	35
Four 77.....	1933	1	2	3/32	7 1/2	17x5.50	30	30
Four 77.....	1935-6	1	2	3/32	7 1/2	17x5.00	30	30
Four 77.....	1936	1	2	3/32	7 1/2	17x5.00	30	30

<b>WILLYS KNIGHT</b>								
Six 70B.....	1930	1	2	1/8	7 1/2	19x5.50	36	36
Six 66B.....	1930	1	2	1/8	8	19x6.00	36	36
Six 95.....	1931-2	1	2	1/8	7 1/2	18x5.50	36	36
Six 66D.....	1931	1	2	1/8	7 1/2	18x6.00	36	36
Six 66D.....	1932	1	2	1/8	7 1/2	17x6.00	36	36



# WEAVER ELECTRIC EYE HEADLIGHT TESTER



## Helps You SELL Headlight Service

- measures light in candlepower
- shows aim and focus of beam

Headlight service is one of the most needed and most profitable jobs you can bring into your service shop, but it has gone begging for years for lack of an effective method of merchandising to the car owner.

Here is a new and better way to test and service headlights—using the Weaver Headlight Tester with a photo-electric cell that shows your customer the exact condition of his lights, and the increased

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Write for literature.

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CHATHAM ONTARIO



# AUTOMOBILE LAMP SIZES

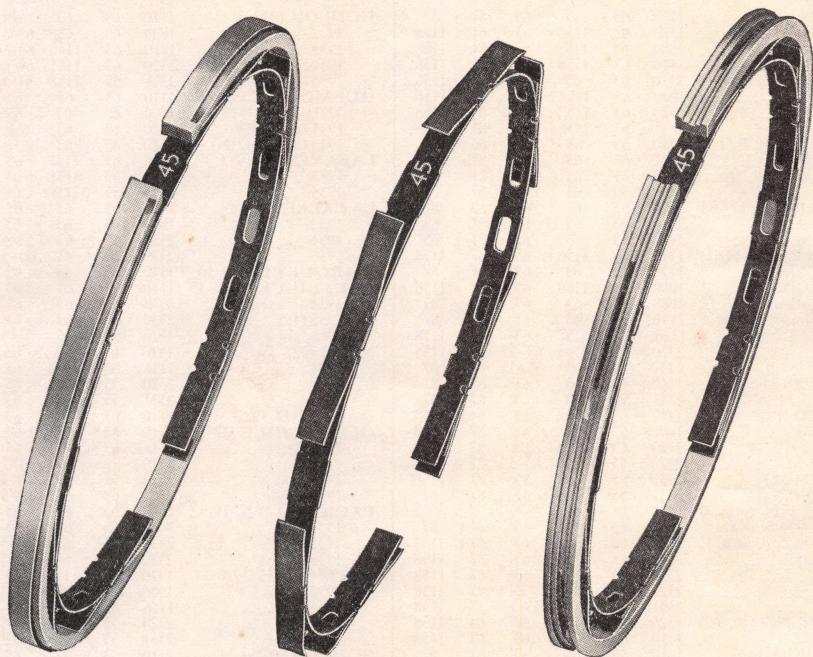
Car and Year	Headlight	Aux. Head Side Fender	Rear	1st No. Instrument 2nd No. Indicator	Dome or Panel	Stop Signal
<b>AUBURN</b> 1930.....	1158	63	63	63	81	87
1931.....	1110	63	1158	63	81	1158
1932-33.....	1000	63	1158	63	81	1158
1934 (652).....	1116	63	1158	63	81	1158
1934 (Eights).....	1116	63	63	63	81	1158
1935 (653).....	1000	63	1158	63	81	1158
1935 (851).....	2320	63	1158	63-63	81	1158
1936.....	2331o	63	1158	63	81	1158
<b>CADILLAC</b> 1930-31.....	1110	63	63	63	63	87
1932-33.....	3001	63	63	63	87b	87
1934-35.....	2330	63	63	63-50	81	87
1936.....	2330	55	63	51-51	87	87
<b>CHEVROLET</b> 1929-33.....	1110	63	63	63	63	87c
1934.....	2320r	63	63	63	81	63
1935-36.....	2320	55	63	63p	81	63
<b>CHRYSLER</b> 30-31 (six).....	1110	63	1158	63	87	1158
1931 (others).....	1110	63	63	63	87	87
1932 (C1).....	1000	63	1158	63	87	1158
1932 (others).....	1000	63	63	63	87	87
1933 (Imp') 8 (Cust. 8).....	1116	63	63	63	87	87
1934.....	2320t	63	1158	63	87	1158
1935.....	2320	55	1158	63-55	87	1158
1936.....	2331	55	63	55-55	87	87
<b>CORD</b> 1929-30-31.....	1110	63	63	63	87	87
1936.....	2331	55	63	63	87	87
<b>DE SOTO</b> 1928-31.....	1110	63	1158	63	64d	1158
1932-33.....	1000e	63	1158	63	87	1158
1934.....	2320	63	1158	63	87	1158
1935.....	2320	55	1158	63-55	87	1158
1936 (Std.).....	2331	55	1158	55	87	1158
1936 (others).....	2331	55	63	55	87	87
<b>DODGE</b> 1928 (others) 29-30 Sen. Six.....	1110	63	63	63	81d	87
1929-30 Std. 6&8 '31.....	1110	63	1158	63	81d	1158
1932-33.....	1000e	63	1158	63	87	1158
1934.....	2320	63	1158	63	87	1158
1935.....	2320	55	1158	55	87	1158
1936.....	2331	55	1158	55-55	87	1158
<b>DURANT</b> 1929 (40, 60) 1930-32.....	1129	63	1158	63	64	1158
1932.....	1116	63	1158	63	63	1158
<b>ERSKINE</b> 1927-30.....	1110	63	63	63	81	87
<b>ESSEX</b> 1927-31.....	1110	63f	63	63	63	87
1932.....	1000	63	63	63-64	88	87
<b>FORD</b> 1929-32.....	1110	63	63	63	63	1129
1933-34.....	1000	63	1158	81	63	1158
1935-36.....	2330	63	1158	63	63	1158
<b>FRONTENAC</b> 1934.....	1110	63	1158	63	63	1158
<b>GRAHAM</b> '30 Stds., 6&8 1930 (others) 31.....	1110	63	1158	63	81	1158
1932.....	1116	63	63	63	63	87
1931-33 (Prospt'y 6).....	1110	63	1158	63	63	1158
1933 (others).....	1000	63	1158	63	63	1158
1934.....	2320	63	1158	63	63	1158
1935-36.....	2320	55	63	63	64u	87
Paige 28-30 (others).....	1110	63	63	63	81	87
Paige '30 Std., 6 & 8.....	1110	63	1158	63	81	1158
a-1129 on 1930 models				b-81 on 1932 models		
e-1116 on 1933 models				f-81 on 1931 models		
i-1158 on Model 54				j-1129 on 1928 models		
m-1129 on comb. back and stop				n-2330 on early '35 Dictator		
p-51 on 1936 models				q-63 on 1933 models		
t-1116 on the Six				u-87 on 1936 models		
x-2320 on 1934 models				y-1000 on 1932 models		
*-55 on the 1936 models				†-55 on the 1935 models		
<b>HUDSON</b> 1927-31.....	1110	63f	63	63	81	87
1932.....	1000	63	63	63-64	88	87
1933.....	1110	63	1158	63-64	87	1158
1934-35 6 & 8.....	2320	63v	1158	63-64	87	1158
1936.....	2331	55	1158	51-55	87	1158
<b>HUPMOBILE</b> 1930-31.....	1110	63	63	63	81	87
32-33-34 (421/22/26).....	1000	63	63	63	81	87
1934 (others) 35.....	2320	63	63	63k	81	87
1936 (618C, 621N).....	2320	63	63	63k	81	87
<b>LAFAYETTE</b> 1934.....	1116	63	1158	63	63	1158
1935.....	2320	55	1158	63	63	1158
1936.....	2331	55	1158	63	81	1158
<b>LA SALLE</b> 1927-31.....	1110	63	63	63	63	1129f
1932-33.....	1000	63	63	63	81w	87
1934-35.....	2330	63	63	50-63	81	87
1936.....	2330	55	63	51-51	87	87
<b>MARQUETTE</b> 29-30.....	1110	63	63	63	81	87
<b>McL-BUICK</b> 1927-33.....	1110a	63	63	63	81	87
1934-35 except 40.....	2330	63	63	63	81	87
1935 (40).....	2320	63	63	63	81	81
1936.....	2320	55	63	51-51	81	87
<b>NASH</b> 1927-33.....	1110	63	63	63	81	87
1934.....	1116	63	1158	63	63	1158
1935.....	2320	55	1158	63	63	1158
1936.....	2331	55	1158	63	81	1158
<b>OAKLAND</b> 1927-31.....	1110	63	63	63	63g	87
<b>OLDSMOBILE</b> 27-32.....	1110	63	63	63	81h	87
1933-34.....	1116x	63	63	63	81	87
1935.....	2320	55	63	51-51	81	87
1936 (six).....	2320	55	63	63-51	81	87
1936 (Eight).....	2320	63	63	63-51	81	87
<b>PACKARD</b> 1927-31-32.....	1110x	63	63	63	81	1129
1933-34.....	3003	63	63	63	81	87
1935.....	2330	55	63	63-51	81	87
1936.....	2330	55	63	63-51z	81	87
<b>PLYMOUTH</b> 1928-31.....	1110	63	1158	63	d	1158
1932-33.....	1000e	63	1158	63	87	1158
1934.....	1116	63	1158	63	87	1158
1935.....	2320	55	1158	63-51	87	1158
1936.....	2331	55	1158	55	87	1158
<b>PONTIAC</b> 1930-31.....	1110	63	63	63	81	87
1932-33.....	1116	63	63	63	81	87q
1934.....	2320	63	63	63	81	63
1935-36.....	2320	63*	63	51-51	81	87
<b>REO</b> 1930 (15-20).....	1110	63	63	63	64	1129d
1930-33 (others).....	1110	63	63	63	63	87
31 (N-35) 32 (31, 35, 52) 33 (N-33) 34-6.....	1116	63	63	63	63	87
<b>ROCKNE</b> 1932-33.....	1110	63	1158	63	81	1158
<b>STUDEBAKER</b> 26-32.....	1110	63	63i	63	81	87i
1933.....	1110	63	63	63	87	87
1934-35.....	1000n	63	1158	63-55	81	1158
1936.....	2331	55	1158	55-55	81	1158
<b>TERRAPLANE</b> '33.....	1110f	63†	1158	63-64	87	1158
34-35.....	2331	55	1158	51	87	1158
1936.....	2331	55	1158	51	87	1158
c-63 on 1933 models				d-87 on 1930-31 models		
g-81 on 621N				h-63 on 1931-32 models		
k-81 on some '35 models				i-87 on 1930 models		
o-Early 1936 models use No. 2320				j-1000 on 1933 models		
r-1110 on Standard models				k-87 on 1933 models		
v-55 on 1935 eight models				l-2320 on 1934-35 models		
z-63 on the 120 model				†2320 on the 1936 models		



---

# STOP OIL-PUMPING...

---



*X-90  
Compression Ring*

*X-90 One-Piece  
Ring Expander*

*X-90  
Oil Ring*

Perfect Circle X-90 Piston Rings are giving sensational results in replacement service. Independent spring action is the secret of this performance. Revolutionary new steel expander utilizes a series of double-leaf springs, each of which exerts the correct uniform pressure. This makes X-90 the most resilient and flexible piston ring ever made.

## PERFECT CIRCLE



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# *Restore Horsepower, too*

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● You can put an end to oil-pumping, instantly, with Perfect Circle X-90 Piston Rings. And X-90s not only give maximum oil economy—they restore all that original horsepower and top speed.

Perfect Circle X-90s don't have to resort to excessive pressure and friction to stop oil-pumping. They stay on the cylinder wall with very little more pressure than that of conventional one-piece rings. There is neither "drag" nor excessive blow-by to eat up power. Extreme resilience and flexibility enable X-90s to follow the cylinder wall at all speeds, even in

badly worn and tapered cylinders. That's why X-90s out-perform anything you've ever seen—stop oil-pumping, and restore horsepower at the same time.

Because X-90s exert only minimum pressure, wear on both rings and cylinders is greatly reduced. An X-90 installation has a long efficient life that *keeps* customers enthusiastic.

## INSTALL 70-85 RINGS IN REBORED CYLINDERS

Perfect Circle 70 Compression Rings and 85 Oil Rings were designed and engineered to work together. Due to their inherent shape and design, the 70-85 combination will give outstanding performance in new cylinders and in cylinders that have been newly reconditioned. The physical characteristics of these rings have many imitators. However, their performance has never been approached by other conventional type rings.



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NICHOLAS TOWSTEGA



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